

City of Maplewood Historic Context Study



Prepared for the
City of Maplewood and the Maplewood Heritage Preservation Commission
Maplewood, Minnesota

Prepared by
Thomas R. Zahn & Associates LLC

August 2014

Cover Photographs clockwise from top:

Saint Paul Regional Water Services treatment plant circa 1925. Located at 1900 Rice Street.
Saint Paul's Priory, now known as the Tubman Center East located at 2675 Larpenleur Avenue East.
Saint Paul Ski Club Nordic Training Area (ski jump) on Sterling Avenue.
The old Town Hall located at 1375 Frost Avenue.
Art Moderne style residence at 1800 Phalen Boulevard East.
Bruentrup Farm at 2170 County Road D East.

Historic photographs included in this report are from the collections of the City of Maplewood, the Maplewood Area Historical Society, the Minnesota Historical Society, and the Saint Paul Regional Water Service.

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Prepared for the
**Maplewood Heritage Preservation Commission
and the City of Maplewood, Minnesota**

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Study Importance and Methodology

For a town that is often best defined by its relationship to its surrounding communities (“having all the flavors of its neighbors” as one Heritage Preservation Commissioner so aptly describes), Maplewood has developed a complex and diverse history. It is also, sadly, a history in which many resources have been lost. This Historic Context Study is an important part of moving preservation efforts forward in Maplewood.

Today, residents and city officials alike are eager to see the community better incorporate historic preservation into everyday life. Homeowners and business people are ready to restore their properties, schoolchildren are excited to learn about their city’s history, and the city itself plans to use past development to inform future planning activities.

With this historic context study, the city makes the important move of tying preservation to planning, wishing to ensure a vibrant future for the community by building on the resources of its past. Historic contexts will allow the city to evaluate its resources and plan for future development, while continuing to secure the unique character and spirit inherent in Maplewood’s history.

The Importance of Historic Contexts

The National Park Service, as it evaluates potential National Register properties, is very specific as to the importance of historic contexts. These standards are primarily defined in the following publications:

- *Guidelines for Local Surveys: A Basis for Preservation Planning (Bulletin 24)*
- *How to Apply the National Register Criteria for Evaluation (Bulletin 15)*
- *How to Complete the National Register Registration Form (Bulletin 16A)*

Bulletin 24 in particular defines historic contexts as “broad patterns of historical development in a community or its region, that may be represented by historic resources.” Bulletin 15 expands on the importance of historic contexts by noting that “its core premise is that resources, properties or happenings in history do not occur in a vacuum but rather are parts of larger trends or patterns.” Bulletin 16A organizes historic context by “theme, place and time” that “allows applicants to understand a historic property as a product of its time and as an illustration of aspects of heritage.”

In general, historic contexts are considered most valuable to communities as a “framework” for evaluating the relative significance of cultural resources such as varied sites, structures, districts, and other elements. They serve as an organizational tool for defining a community’s history, a past which otherwise can be extremely lengthy, complex, and unwieldy. Rather than concentrating on each individual property, historic contexts focus on broad, overarching themes that would provide the city with the means to organize and evaluate its resources and lend perspective on the past.

By developing these preservation themes, Maplewood can most effectively evaluate current resources, designate new ones, and plan for preservation in future generations. The contexts will allow for a more equitable designation of properties, as each site can then be viewed in terms of what is best for the city as a whole, rather than as a single instance in isolation. These contexts also assist city officials in making difficult decisions about the preservation of buildings, sites, and structures that best represent Maplewood's history, and to target future preservation efforts in the areas where they are most effective. They will assist in avoiding "pigeonholing" Maplewood's history into certain areas, and help the Heritage Preservation Commission (HPC) to advocate for preserving remaining resources.

The contexts identified herein can also be used as a rallying point for educational and community participation initiatives and are integral to future planning for land use, economic development, parks and recreation, transportation, public infrastructure and housing. As more data is organized, the contexts will evolve and change, recommendations will be updated, and the study will become more useful as a long-range planning tool. The expanded contexts, in addition to being a framework for the evaluation of resources, could be useful in public education programs for neighborhood organizations, government bodies, and local schools. Rather than serving as a static end point that mothballs historic resources, this study is designed to be an exciting jumping-off point for the future of preservation in Maplewood.

Objectives and Methodology

As defined above, the main objective in defining historic contexts for Maplewood is to provide a framework for the community's history that can assist the city, its residents, and its business owners in making future planning decisions, including, though not limited to:

- individual, district, and multiple-property nominations to the National Register of Historic Places
- state and national tax credits
- a local designation process
- a full historic building survey
- historic tourism initiatives
- educational outreach

The Consultants met with the Heritage Preservation Commission (HPC) three times to gather input and discuss the Historic Context Study. In addition they submitted updates for staff to present at HPC meetings held during the project timeframe. An individual interview with Commissioner and local author/historian Pete Boulay was extremely important in organizing our work. We also met several times with the HPC staff person, Virginia Gaynor, and appreciated her knowledge, willingness to help, and research materials.

We then consulted with the State Historic Preservation Office (SHPO) regarding federal guidelines and state contexts. We also consulted with the statewide preservation non-profit, the Preservation Alliance of Minnesota.

The Maplewood Area Historical Society (MAHS) was an extremely valuable research resource. Bob Jensen and other members of the Society were extremely generous with their time and resources. We met and spoke with Bob several times, and he organized a community meeting on the topic that provided us with original source materials. The Society was also very helpful in connecting us with their researchers, one set of whom are currently working on a cultural history study of 3M, while another conducts oral interviews with Maplewood firefighters.

The Consultants proceeded to collect and review information and history on the city, ranging from primary sources such as city records, Sanborn Fire Insurance maps, historical photo databases, city directories, and the Maplewood Area Historical Society's collection. Secondary sources included previous studies and reports and several early histories of the area. Particularly valuable in this research were Boulay's *The Lost City of Gladstone*, the MAHS's videos, and various MAHS chronologies, mainly prepared by Bob Jensen.

We compiled a comprehensive map of the city and historic area based on several sources. With these maps we conducted extensive fieldwork, photographing hundreds of properties and features. This fieldwork gave us a first-hand understanding of Maplewood and its influences — the neighborhoods, the chain of lakes, and especially the relationship between the northern section and the south leg.

Following this research and in consultation with the Heritage Preservation Commission, we identified seven contexts that most clearly demonstrated Maplewood's history. These span the period of the area's pre-history to almost the present day.

City of Maplewood Contexts

Number 1 – “Native American and Early Settlement” considers the Native American history of the area as well as the first Anglo-American settlement. It ends just as the commerce-related considerations begin.

Number 2 - “Agriculture and Farming” addresses the considerable importance of small truck farms in Maplewood's development, mainly based on its proximity to, yet separation from, Saint Paul.

Number 3 - “Transportation” looks at the long history of access to the area. From early Native trails to the short but important railroad influence to the network of roads and highways that dominate the area, this is a very important resource for Maplewood. This also addresses the lost resource of the Gladstone Shops.

Number 4 – “Cultural Life” is a look at surprisingly diverse and comprehensive influences. This covers churches, social organizations, parks and recreation, tourism, and sports, with even some 1920s-30s gangster lore.

Number 5 – “Civic Life” is rather unusual for Maplewood due to its late incorporation. This context holds some of the major community influences, including the fire department, schools, the Water Works, and the Poor Farm.

Number 6 – “Commerce and Industry” investigates area business ranging from the Plow Works to 3M. These businesses have had an important effect on the city’s history and development.

Number 7 – “Residential” context outlines the kinds of housing styles found in Maplewood including defining architectural elements and providing visual examples. This section should be of great interest to area residents.

Each context is arranged around a short narrative, which is not designed to be a full history but rather to serve as a brief introduction to the theme. In each, we touch upon some major influences. Each section also includes both historic and modern photographs; some also include maps as appropriate. In many cases, some time is spent on descriptions of the past and on lost resources. These narratives are designed to fill in information that would be missing were only current resources to be considered, and to demonstrate the importance of remaining properties. The next component is a fairly comprehensive list of typical property types associated with the context. Recommendations for future actions round out the individual sections.

Finally, all of the contexts are deliberately designed to be modified through time. This is an important step for the Maplewood HPC, and it should serve to spur future work. The contexts are open and flexible, and anticipate that the next steps would be for the HPC to develop a number of new programs and outreach, ranging from a comprehensive site survey to National Register of Historic Places nominations to public education processes.

A Brief History of Maplewood

The history of Maplewood goes back about 150 years. Before settlers arrived, the land in Maplewood was inhabited by the Dakota Indians. The landscape was a mix of scrub oak and prairie, with many marshes and lakes. The first attempt at settling the area came in 1850 with families venturing out from Saint Paul. Meeting resistance from the Dakota inhabitants, the settlers soon retreated back to the city. However by 1853 the land had been taken over by the Ojibway, a people with fewer compatibility issues regarding early Euro-American settlement.

The south leg of Maplewood was being settled as well in the early 1850s when Thomas Carver began farming to the west of Carver Lake. This area later became McLean township. Northern Maplewood was included in the township of New Canada when it was formed in 1858.

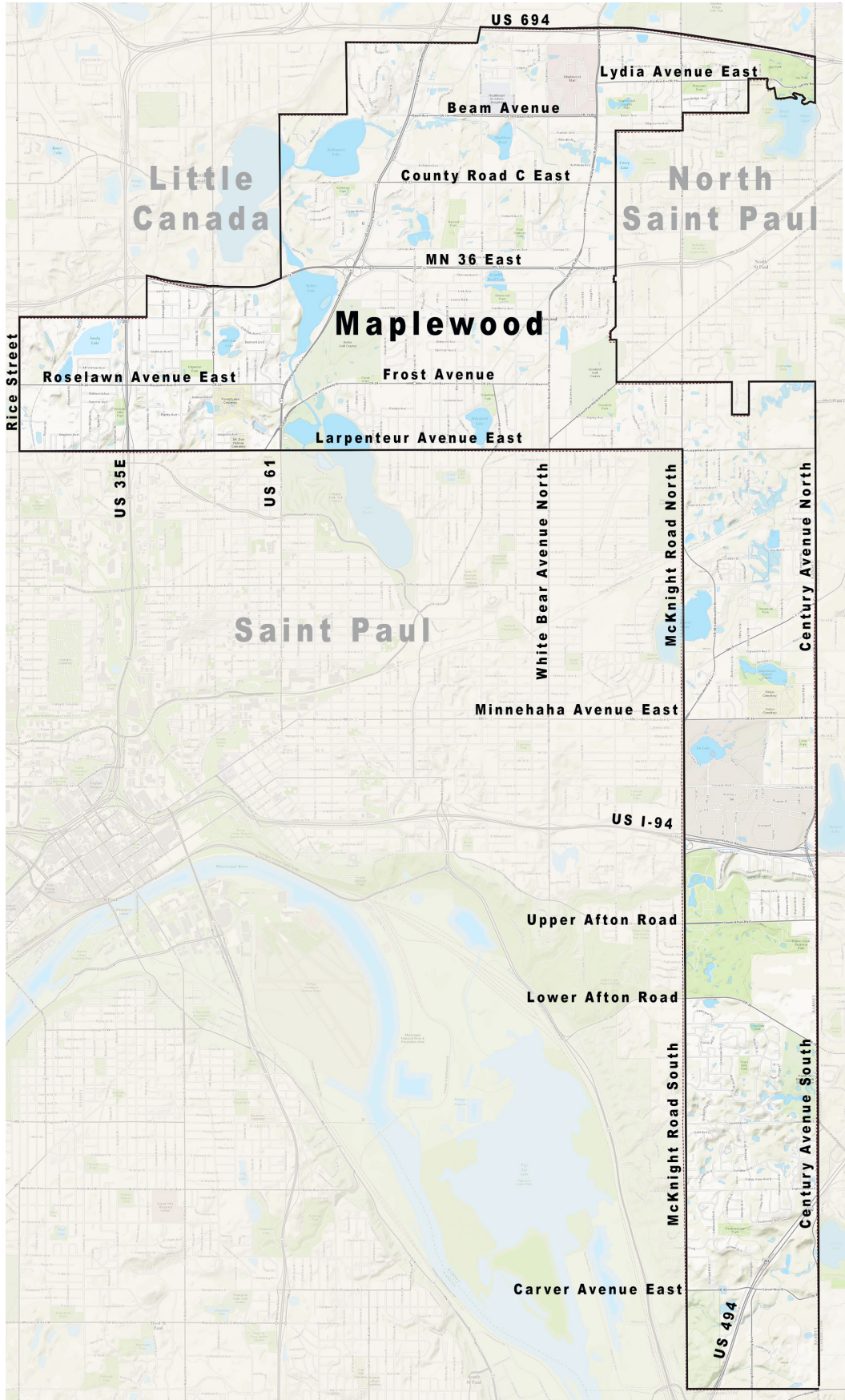
The first organized transportation in this area was a stagecoach line that ran along present day Edgerton Street. This line began in 1856, and remained in service until the first railroad was built to Duluth in 1870. By the mid-1880s, the St. Paul and Duluth Railroad arrived, and the town of Gladstone was platted in 1887, intended to “rival Saint Paul.” As well as the railroad depots, the town hosted the St. Paul and Duluth Railroad Shops, as well as the St. Paul Plow Works and several smaller businesses. However, in 1917, the newly-consolidated railroad closed the shops and Gladstone began to decline. Today it is commonly called the “lost city” of Gladstone.

The area thrived on the township model, and experienced great expansion post WWII, as newly-retired soldiers and their families looked for inexpensive and convenient housing in an attractive and family-oriented community. On February 26, 1957, the residents voted to incorporate as the Village of Maplewood.

In the 1950s, 3M also chose the Maplewood area as the site for its world headquarters, which remain there to this day. The Village of Maplewood was changed to the City of Maplewood by the 1970s and adopted the council manager form of government. The Maplewood Mall opened in the early 1970s and became the major center of retail business in Maplewood and also served a broader, regional market.

The city remains an intriguing mix of old — including Gladstone remains, the Bruentrup Farm, and many other historic sites and resources — and new, including many engaging mid-century homes, a fine collection of architecturally significant religious and corporate buildings, and an abundance of beautifully maintained open spaces.

City of Maplewood Area Map



Context 1 –Native American and Early Settlement

Time span – Circa 1000 BC – 1886

Though many of Maplewood’s historic resources stem from the more recent past, the area has a relatively early Native American history, due to access by creeks connected to the Mississippi River — Fish Creek, Battle Creek, and Phalen Creek. Even some of Maplewood’s current roads stem from early Native trails and access points. Once early Euro-American settlers arrived, the two cultures appeared to live in harmony for a number of years, until the area was finally fully homesteaded with farms and the small town of Gladstone and the Native American inhabitants moved on. This early settlement by these two diverse groups quite possibly set the tone for the unusual development of Maplewood, which did not become its own city until the mid-20th century.

Native American Settlement and Sites

As with much of Minnesota, it is believed that the earliest significant Native American settlement of the area occurred during the Woodland period, beginning circa 1000 – 1 BC. The Woodland natives are generally referred to as “Mound Builders,” an over-arching term applied to a diverse group of people who lived over much of the eastern portion of North America. Current archeological studies indicate that this culture may actually have been made up of several different bands, some of whom were hunter-gatherers and the majority of others that farmed the land. The Woodland period is distinguished by the beginnings of crop cultivation, the advancement of pottery making, and the prevalence of burial mounds.

Mounds are evident in the eastern half of the United States from the Atlantic coast to Minnesota and down to the Gulf of Mexico. The purpose of the mounds can be mysterious; although most were apparently used for burial purposes, others appear to have no artifacts and perhaps served simply as raised areas for religious ceremonies (“temple mounds”) or as fortifications. Still others may be collapsed lodges. Before the twentieth century they were prevalent throughout Minnesota. Due to their loss to development, they are fairly rare today.

Though it is possible, no physical evidence exists that Woodland-period natives farmed in the area. There are, however, several burial mounds (or mound remains), and many area residents report finding artifacts, such as pottery shards or arrowheads. It is believed that the Woodlands tribes primarily passed through the area, rather than residing in it, using the waterways to travel north. In archeological studies completed to date, most artifacts from the area appear to come from temporary campsites (see the *Phase 1 Archeological Study* for the Fish Creek area, conducted in 2005.)

By the early-to-mid 1800s, however, there was a more permanent native presence of the Dakota tribes, residing in the forested areas and prairies near the lakes. However, in 1850, a European-American group consisting of the Bell, Casey, Conlin and Saint Vincent families came from Saint Paul to homestead the newly available area, which they had purchased for \$2 an acre near present-day Hazelwood and County Road C. The Dakota, apparently not party to the homestead agreement, drove the families out before they completed their cabins.

In the ensuing years, Dakota and Ojibway tribes fought over the area, with the Dakota reportedly wanting to settle the land and the Ojibway simply using it for hunting grounds. By 1853, the Ojibway had gained the ground following a confrontation at Battle Creek (now Battle Creek Regional Park on Upper Afton Road). As they were not generally living in the area, but instead passing through it, the Ojibway were more amenable to sharing it with early homesteaders. In particular, the lakes within the watershed, easily navigable by canoe, seemed to be valuable to these tribes for travel and for temporary campsites.

Oral histories shared by local residents include many stories of early native settlements on area lakes and creeks (especially Spoon Lake, Casey Lake, Carver Lake, Kohlman Lake, Fish Creek, and Battle Creek). Former trail sites include the area along County Road C, at Highway 61 and Roselawn, and on Hazelwood.

Maplewood was also home to several mounds, most of which are lots — at Highway 61 and Keller Lake Road, at Burlington and McKnight, and in Afton Heights Park. The Highway 61 site was likely an important burial mound, with early references to discoveries of bones and other resources. Due to the extensive development of these sites, the likelihood of any new resources being discovered at this point is extraordinarily small.

However, some potential resources still remain at and near the Fish Creek site, (for example, the potential of the Red Rock mound) and the site is especially suited for new investigation.

Fish Creek

The 70 acres of the Fish Creek site were acquired by the City of Maplewood in 2013 for open space. As Fish Creek was an area where Native Americans accessed the river, it could prove to be especially significant.

A Phase 1 Archeological Survey was conducted at the Fish Creek parcel in 2005, in conjunction with planning for a development project that was later dropped. Shovel tests were done in six areas, with artifacts found at two of these areas/sites.

- Site 1 uncovered a single Prairie du Chien chert flake. This was in an area of heavily disturbed soils and thus the artifact had very poor integrity.
- Site 2 revealed seventeen pre-contact artifacts including ceramics, lithics (stone), and faunal remains (tooth enamel).

Preservation and interpretation of this area should be part of the city's plan for the land. The archeologist conducting the study stated the second site is potentially eligible for listing on the National Register of Historic Places.

The 2005 survey was not exceptionally comprehensive, and there may be more resources at the Fish Creek site. Additional archeological investigation is recommended and public ownership will aid such investigation.

Early Anglo-American Settlement

A confusing element of the early European-American settlement was the township structure, especially since “Maplewood” did not exist as its own municipality until 1957. Upon Minnesota’s statehood in 1858, the northern part of Maplewood was part of the New Canada Township (incorporated 1858), and the southern leg was part of McLean Township (also incorporated 1858). Due to the area’s geography and lack of clear boundaries that correspond to the current city outline, many early township settlers actually resided in present-day Saint Paul, Woodbury, North Saint Paul, or Little Canada. Many Maplewood resources, such as Lake Gervais and Lake Phalen, are named after the first residents of Little Canada Township. This makes early settlement-related resources even more elusive.

Within the area that is now Maplewood, the earliest purchase of land was in 1849, by Lewis and Mary Roberts. They bought 160 acres of land, the site of which later became the town of Gladstone. Though they owned the land, they did not develop it.

As mentioned above, the first settlers tried to move into the area to farm in 1850, though the area was not actually settled until several years later due to land rights conflicts. The families returned to their land near the current County Road C in 1853. Meanwhile, the south leg was first settled in 1852 by Thomas Carver, just to the west of the lake that now bears his name. Oral histories describe native campsites continuing on the east-southeast side of that lake until the late 1800s.

One reason for a relatively slow settlement of the area (in comparison to nearby communities) was the less-than optimal landscape. Early surveyors described the area as having “second-rate” soil. There was no immediate Mississippi river access, though the chain-of-lakes was well-travelled. At the time of the original land survey, the Maplewood area was predominantly oak barrens, oak woodlands, wetlands, and a few patches of “Big Woods,” a forest type dominated by sugar maple and basswood. Although these areas were originally relatively rich in flora and fauna, they were very susceptible to even the earliest development, and lost biodiversity quickly.

There was a small settlement boom, however, in the 1860s, much of it around the site that would become Gladstone. Farmer J.W.S. Frost moved to Clarence Street from his original farm just south of Frost Lake (which is now part of Saint Paul). Both the avenue and the lake are named after him. Henry Scharfbilling farmed at the present-day corner of English and Larpenteur. Other early pioneers included the Underleiter, Reuter, Jungmann, and Fischer families.

Sarah Wakefield (for whom Wakefield Lake is named) was one of the most notorious early residents. In the early 1860s, while living at the Lower Agency in south central Minnesota, she was captured by the Dakota and survived only because she claimed to be married to a Dakota man, Chaska. He was later criminalized (possibly for this) and was one of the thirty-eight hanged in Mankato in 1862. When her husband died in 1874, the widow Wakefield moved to Gladstone where her family farmed.

A definitive presence was finally established in the Maplewood area in 1886, when William and Mary Dawson platted a town site at the junction of the Wisconsin Central Railroad and the St. Paul and Duluth Railroad. Dawson, a former Saint Paul councilmember and one-term Saint Paul mayor, believed the town would “rival Saint Paul.” The area, formerly known as “Lake Phalen Junction,” was renamed “Gladstone” after British statesman William Gladstone.

For a time, the small community was busy if not exactly urban, but the demise of the major railroad and Plow Works industries by the 1920s all but shuttered the town. Sadly, almost all original Gladstone resources are now lost. The exceptions are the archeological remains of the former Gladstone Shops and the much-altered Township Hall, which was constructed on Lake Phalen in 1878-79, then moved to Frost Avenue in 1900, then across the street to its current site in 1952.

Related State Contexts

Maplewood’s earliest historic contexts are incorporated within three of the larger, statewide contexts as determined by the Minnesota State Historic Preservation Office:

- “Indian Communities and Reservations, 1837-1934”
- “Early Agriculture and River Settlement, 1840-1870”
- “Railroads and Agricultural Development, 1870-1940”

Property Types

Note: In general, property types listed in these contexts will often identify specific Maplewood examples as available. Unfortunately, relatively few of these examples are available for the Early History context. The following list represents cultural resources that are likely present in the area, though many may not currently be evident, or may be so altered as to have lost most, if not all, of their integrity.

Pre-European sites

- Gravesites/Mounds
- Habitation sites/Campsites
- Ceremonial and religious sites
- Treaty and meeting sites
- Other archeological sites
- Prominent natural features

Pre settlement

- Trading sites
- Boat landings and river access
- Campsites

Early settlement

- House/cabin sites
- Plat lines
- Civic sites
- Commercial sites
- Farm sites

Native American and Early Settlement Recommendations and Future Actions

- Maplewood should pay special attention to archeological investigations of any remaining Native American sites — most notably the publically-owned Fish Creek site. A brief archeological survey of the area was completed in 2005 as a pre-development effort. Now that the land is publically owned and presumably more accessible, ideally, a full Phase II archeological survey should be completed; minimally the area should be protected and surveyed as possible. It is the Consultant's understanding that this is a potential future project. The State Historic Preservation Office (SHPO) could advise and assist on this matter.
- Most other Native American sites have been lost due to public development (such as roads and even parks) and private development (farms and homes). However, many Maplewood-area residents have stories of finding artifacts such as arrowheads and serving implements. The HPC should work with the Maplewood Area Historical Society on accessing and interpreting these resources as they become available.
- Interpretation of public spaces, such as trails and parks, should include reference to Native American settlement and even to the pre-settlement natural conditions. Several of the conservation plans for area nature preserves already do this well and could serve as a model.
- Concurrently, the city may desire to pay special attention to any early settlement resources, such as the former Gladstone Shops and townsite. Ideally, a larger full archeological survey would again be completed, perhaps as part of future development of the area. A Cultural Resources Assessment of the area, conducted in 2005 by the 106 Group, is an excellent resource for this. Pete Boulay's "Walking Tour of Old Gladstone" is similarly evocative.
- The Consultants specifically recommend a greater consideration of the Gladstone Shops site, as detailed later in the study.
- The Consultants recommend further study of the original Town Hall building (as moved and altered), to determine historic integrity and the possibility of its preservation.
- Any remaining original settler sites should be preserved.
- Maplewood stands in contrast to many Minnesota communities in that often Native American resources are lost while late 1800s settlement is very prevalent. This can appear to weigh a community's history toward the later period. In Maplewood's case where many resources throughout time have been lost, this contrast is far less evident, which in some ironic way may provide more historic continuity.

Context 2 – Agriculture and Farming

Time span – 1852 to 1985

As mentioned previously, the first European-American settlers came to the Maplewood area to farm, with Thomas Carver establishing the first farmstead on Carver Lake in 1852. Though the soil was not as good for farming as some other Minnesota land, the area proved to be ideal for small family farms and truck farms. The topography was good, with a combination of rolling hills and flat field land, there was some forestry, (but not the dense plantings of the Big Woods) and the many lakes provided water access.

Perhaps most importantly, there was a good transportation route to a major population node, where Saint Paulites were eager for fresh produce and dairy. The two railroads provided some transportation possibilities, but the vast majority of farm goods were transported by road to the Saint Paul markets. This system is now generally referred to as “urban fringe farms,” providing a great deal of the food for nearby cities.

The farms surrounding Saint Paul, expanding into what is now Maplewood, were remarkable for their attributes. Though smaller than most rural farms, they were far more valuable, as well as both more cultivated and capitalized. Yields (for both crops and livestock) were larger than more rural counterparts, and they were generally more narrowly focused on specific crops.

Another difference was the use of labor. While rural farms depended mainly upon family members for their labor, the urban fringe farms were more likely to make use of hired or day labor. Some of these workers came in from Saint Paul, while some were local, allowing a measure of job creation even when the larger industries in town such as the Gladstone Shops or the St. Paul Plow Works were struggling. However, the family remained at the core of the operation, meaning that they tended to retain the farmsteads for many years. Many current residents are descended from these prominent farm families.

As a rule, the farms immediately surrounding Saint Paul tended to be wealthier than their rural counterparts, especially due to the nearby markets and the reliable income stream. This in turn resulted in better-kept farms, and likely more investment in infrastructure. One disappointment in the community’s loss of historic resources is that not more of these farmsteads remain intact; however, many remnants likely still exist.

Maplewood in particular was known for the truck farms and their specialized crops such as asparagus, celery, berries, and even bulbs and flowers. With easy access on Highway 61 to the Saint Paul Farmer’s Market, farmers could sell their produce directly, while still being able to devote time to farming. This gave them a time and location advantage that allowed them to compete with larger but more distant farms.

There were several dairies, of which Schroeder was the biggest, and several family farms kept even just a few head of cattle. The Poor Farm was well known for selling milk and produce beyond what the residents farmed for their daily needs. Even the Ramsey County Correctional Facility farmed, raising cattle in the 1960s and 1970s and now hosting a tree and plant nursery.

Some of the major farmsteads included:

- The Ledo farm at 2510 Carver Avenue on the south leg, which operated for 101 years before selling off their livestock in 1975. Though the original house is gone, some outbuildings remain, including the Summer Kitchen.
- The Applewood Preserve, a former working orchard, now a park.
- Mogrens, which had a farm stand at White Bear Avenue and County Road C, predating the business node development.
- The Espersen Dairy at 2492 Highwood. Though much smaller than Schroeder Farms, Espersen also delivered to the area and to the East Side of Saint Paul. The house and milk house remain.

Other oft-referenced farms and dairies included: Peters, Little, Zuercher, Raditz, Ostergren, Joy, Jordan, Fischer, Capeder, Miggler, Espersen, Schlomka, Polski, and Hajicek. Few, if any, resources appear to remain.

There was also a thriving greenhouse industry, also taking advantage of the proximity to Saint Paul. These included:

- Dege's Greenhouse – began in 1906 in downtown Saint Paul and moved to Maplewood in the 1940s.
- Gertens – This large greenhouse had its beginnings at Highway 61 and 36 in the early 1900s, with the Gerten family living on Day Road. The business moved to Inver Grove Heights by 1920.
- Bender and Perkins Greenhouse, now closed.
- Zittel's Nursery – at Roselawn and Rice, now closed.

The Ramsey County Poor Farm is considered later in the contexts under "Civic Life."

Bruentrup Farm

Likely the most documented farm in Maplewood is the Bruentrup farm. Although moved from its original site on White Bear Avenue (just east of what is now Maplewood Mall) in the late 1990s, the farm — with its several preserved buildings and strong interpretive programs — gives an excellent sense of Maplewood farm life.

The original forty acres of farmland, with a house, barn, and granary, was her family's wedding gift to Ida Wagner when she married German emigrant William Bruentrup in 1891. The young couple built a new barn and silo in 1905 and enlarged the original house in 1912, adding a number of other accessory buildings over the years including: a machine shed, maintenance shed, chicken coop, brooder house, windmill and smokehouse. Unlike many other area farmers, who had specialty crops, the Bruentrups had a more traditional farm operation including corn, a dairy, hogs, and chickens. The farm also grew exponentially, to 175 acres by World War II.

However, by the 1960s, the Bruentrups began selling off some of the acreage as the farm became too much to maintain and land prices and property taxes increased. Though they sold off the last cattle in the 1960s, they ran crops into the early 1980s, and cut hay into 1996-1997. In 1998, a developer offered an excellent price for the remaining six acres, but the family still living on the



The Bruentrup Farm, looking south from County Road D.

farm knew that development would destroy the farm buildings. They offered the farm resources to the City of Maplewood, which could not raise the funds, and it looked like the site would be lost.

It was then that the Maplewood Area Historical Society stepped in to raise funds from local citizens and businesses, as well as the Bruentrups themselves and a grant from the state legislature. They were able to relocate five of the buildings — the barn, the house,

the granary, the machine shed, and the maintenance shed, as well as many farm equipment artifacts. Other buildings, such as the milk house and the chicken coop, could not be moved but were re-constructed on the new site, located about half a mile northeast of the original location. The city provided the site as part of its Open Space land project, next to 25 acres of prairie preserve, with many volunteers donating time and labor on the project.

Since then, the MAHS has chosen to interpret the property from the 1945-1960 era. As well as housing the MAHS archives, the farm has permanent and special exhibits, and multiple special events annually. Though the move likely makes the property ineligible for the National Register of Historic Places, it did receive a Special Nomination in 2000 from the Preservation Alliance of Minnesota. It is a locally designated site.

Schroeder Dairy

Schroeder Dairy is another story of an immigrant farmer believing in the future of the Maplewood area. German immigrant Henry Schroeder came to Minnesota in 1875. Since leaving Germany he had been all the way across the country to Seattle, worked for a railroad (but one that failed to pay him), and searched for land he could afford. When he came to Minnesota, he worked a few part-time jobs and saved up to buy some land on Rice Street, sight unseen. When he came to begin his fortune in Maplewood, he realized he had purchased a swamp.

Schroeder cleared the swamp, sent for his younger brother Herman, bought a cow, and in 1884, the Schroeder Dairy was founded.

Schroeder soon realized the potential in supplying dairy products to Saint Paul. He bought surplus milk from nearby farmers, then transported it in a spigot truck and sold it by the bucketful in Saint Paul. Soon, the brothers bought more land just to the north, which adjoined a conduit leading from Lake Vadnais to the Saint Paul Water Works. In 1891, Henry married

Anna May Schwartz, with whom he had two boys and five girls. Soon after, Herman left the business and opened a grocery in Saint Paul, also serving as a Schroeder distributor.

The dairy expanded rapidly, to over 20 buildings, including several barns for the hundreds of cows, two silos, an icehouse, a small power plant, and a bunkhouse for the workers. Schroeder did not eschew progress, purchasing automatic milkers (though the herd was so large some still had to be milked by hand) and open-wagon milk trucks chilled by ice blocks. These trucks allowed him to also serve the “hill trade,” an extra summer route to bring dairy to wealthy Saint Paul families summering in White Bear Lake and Dellwood.



All that remains publicly visible of the old Schroeder Dairy is a small section of the original plant along Rice Street.

The Schroeders had their share of tragedy, however. They lost their 16-year-old daughter, Martha, to a skating accident when she fell through the ice at McCarron’s Lake. In 1921, the entire dairy was lost to fire. There were no local fire stations, and by the time trucks arrived from Saint Paul, the structures had burned. The animals were all saved, however, and no one was injured. Schroeder rebuilt on 25 acres on Broadway (now County Road B), but no sooner had he constructed new barns and a house than they also burned to the ground in 1922. On the third rebuilding, the facilities were quite extensive, including a large house, a U-shaped cow

barn, a horse barn, 2 silos, a milk house, an ice house, and a garage. A pasteurization plant was added in 1927, as Schroeder began to advertise “Safe for Baby Milk” as part of the Pure Milk Movement. This lasted until lightning struck the bottling house in 1939. Schroeder’s then stopped delivery. For some time, the operation ran very lean, especially as passed down to William Schroeder. William, in turn, passed it to his children, who expanded to a distributorship and also sold specialty dairy products and orange juice and performed contract packaging. The family sold the business to Canadian-based Agropur in 2008; the firm still maintains operations at the Rice Street site.

Farmhouses

Several of Maplewood’s “Century Homes” are farmhouses, now surrounded by other residences. In general, these homes are simple wood houses, 1.5-2 stories. The design is vernacular or homestead. Most have porches, and almost all of them have been added on to at some point, whether that is incorporating a former summer kitchen, adding a second story, adding to the back or side, or adding external staircases. Many have decorative gables or dormers, especially those that have additions. There is some ornamentation, generally carved bargeboards or window detailing.

Although these homes have lost integrity of place due to the loss of the surrounding farmsteads, they are still important in representing Maplewood's early farming (and residential) history. Because Maplewood farmers tended to be more prosperous, their houses also tended to be slightly nicer than the average farmhouse — the relocated Bruentrup house is a good example of this. Architectural historians nationwide are beginning to realize the importance of saving vernacular houses that demonstrate the typical late 19th-century lifestyle, rather than only high-style homes. With the several houses Maplewood has left, this is an important resource to keep in mind.

In some properties outbuildings still exist either along with or separate from the original homes. These include barns, chicken coops, garages, summer kitchens, and other storage buildings — again, generally smaller buildings.

However, no intact farmsteads remain in Maplewood.

Property Types

Farms

- Farmsteads
- Farmhouses
- Barns
- Silos and corncribs
- Stables
- Dairies
- Pump houses
- Chicken coops
- Smokehouses
- Root cellars
- Doghouses
- Sheds and other outbuildings
- Wells

Farm Landscape

- Fields
- Millponds

Agricultural businesses

- Farm stands and markets
- Farm implements/feed/seed stores

Agriculture and Farming Recommendations and Future Actions:

- To the Consultants' knowledge, no complete farmsteads remain in Maplewood. However, due to the fact that many farms remained in operation until relatively recently, and as many of them were well-kept, there may be some valuable hidden resources. The HPC should work with area property owners to identify and inventory farm-related resources still in existence, and develop a program to preserve and protect these resources even as the use of the land changes.

- Several farmhouses still exist, though now surrounded by other residences. The HPC should create a comprehensive listing of these houses, and work with homeowners to preserve and protect these homes.
- The HPC should support the MAHS and its efforts to interpret the Bruentrup Farm. This farmstead, though moved from its original site, maintains excellent resources in the house, barn, granary, maintenance shed, and machine shed, and is an extremely accessible and educational resource.
- The Schroeder Dairy story is compelling but often overlooked. The HPC should look into further recognition and preservation of the site.
- As smaller community gardens and “urban farms” become more common, Maplewood may regain a sense of this history (albeit a reconstructed one). It should be aware of sense of place.

Context 3 – Transportation: Wagon Wheels, Iron Rails, and Automobiles

Time span – 1856 to current

In many ways, Maplewood considers itself a railroad town. While it is certainly true that Gladstone would likely not have existed without the junction of the St. Paul and Duluth Railroad and the Wisconsin Central Railroad (and the ensuing Gladstone Shops), the truth is that Maplewood owes its success to multiple forms of transportation. From Native American canoeing and trails along the lakes, to the early stagecoach routes, to the much more recent network of highways that surround the city, Maplewood is a community in motion.

Transportation resources, however, are generally ephemeral. Actual transportation elements, such as stagecoaches or train cars and engines do not often survive. Train tracks are abandoned, rails are removed, roads are upgraded, and even paths change over time. Some exist on top of or along other resources, such as Highway 61 running over early Woodland mounds. Related resources, such as the Gladstone Shops, are not valued and are lost.

The issue with Maplewood's resources lies in valuing the importance in the past, while recognizing lost elements and preserving disparate existing resources, many of which may have lost integrity or may be altered for current use. The city should actively work to preserve and protect the resources that still exist, while finding innovative ways to interpret what has been lost.

Due to the railroad junction and the Shops, Maplewood's transportation context relates specifically to the statewide context "Railroads and Agricultural Development, 1870-1940."

Native Paths to Stagecoach Trails

The 1848 surveyors marked several original roads and wagon trails, most of which formed along early Native American trails. Stillwater Road, which opened in June 1846, was likely the earliest Territorial Road in the area; though it is close to the route of today's Highway 5, its exact location is unknown. The road was marked in the 1848 survey with metes and bounds to landmarks that no longer exist, such as "an Oak tree near the foot of the hill on the South side of a Spring branch." This road connected Stillwater and Saint Paul through what is now Maplewood.

The current Hazelwood Street developed along an old Indian path and beginning around 1850 another road ran from Saint Paul to Little Canada close to today's Edgerton Street. Afton Road — which eventually became Upper Afton Road and Lower Afton Road — led from Saint Paul to Afton beginning in 1852, so that people might cross the river into Wisconsin via the relatively shallow sandbar waters there.

The Kettle River Road was platted in 1855, by direction of the Territorial Legislature to create a more direct route from Little Canada to Saint Paul, intersecting with the Military Road. This too is believed to follow an early Native American path. Strangely enough, because the road connected to the Military Road earlier than originally anticipated, the Kettle River Road never did actually continue all the way to the Kettle River. Perhaps partially because of that, it became the "White Bear and Little Canada Road." Its route included today's Brainerd Avenue, Edgerton Street, and McMenemy Road.

Other roads were less defined. An ox trail ran to what is now the Fish Creek site, farmer's access roads ran through the south leg, and several roads led to White Bear. The Lake Phalen Road opened in 1858, running from downtown Saint Paul to the east side of Lake Phalen, and then due north along English Street. No sections (except English Street) remain today.

Soon, stagecoach routes ran along the roads, changing them somewhat. By 1849, the coach ran from Saint Paul to Stillwater to Hudson and beyond, on a wider road that bypassed Afton Road. The original road, however, was still used for wagon, and eventually automobile, traffic.

Also, because of its location just outside the city of Saint Paul, in 1856 the Maplewood area became an early stop for an important stagecoach route that ran from Saint Paul to Duluth, partially along what is now Edgerton Street. The distance between the cities was 156 miles, and the 36-hour journey cost \$10 each way with twice-daily departures.

The Coming of the Railroad

The stagecoach lines lost prominence and were discontinued almost immediately upon the completion of the Saint Paul to Duluth railroad line (the Lake Superior and Mississippi Railroad) in 1870. The railroad stop was at "Lake Phalen Junction" and the line ran down the corridor now known as the Vento Trail.

Soon after, in 1877, the Lake Superior and Mississippi Railroad re-organized as the St. Paul and Duluth Railroad. It then became part of the Northern Pacific (NP) Railway in 1900, and it was the NP that shut down the Gladstone Shops in 1917. Passenger service continued, mainly as a limited commuter line, until the 1950s (the last depot was torn down in 1967). The "Skally Line" ran from Saint Paul to Duluth, running through the Maplewood area and stopping at the Gloster Depot. Today, there is still some commercial service (the "Minnesota Commercial") from White Bear to Hugo on the Great Northern, but no Maplewood rail traffic.

However, the area did not become a community of note until a second line was added, the Wisconsin Central Railroad, with a line from Saint Paul to Wisconsin. The railroad had been started by an act of the Wisconsin legislature in 1871, and was Wisconsin's only land-grant railroad. It expanded to Saint Paul starting in 1884, with a full line and stops set by 1886 — perfect timing for it to extend into William and Mary Dawson's newly platted community of Gladstone.

Like their counterparts, Gladstone's railroad lines merged, contracted, were renamed, and eventually closed as automobile traffic gained prominence. The Wisconsin Central Railroad began losing prominence as early as 1889, when it was leased by the Northern Pacific Railroad. After a series of other leases, mergers, and bankruptcies, it entirely merged in 1961 into the Soo Line.

Gladstone had two depots, one for each line. The first Gladstone depot was built by the St. Paul and Duluth Line in 1886, just north of Frost Avenue to the east of the tracks. The second, for the Wisconsin Central Line, was near the Plow Works and built in the early 1900s. In 1916, the two lines merged their depots, moving the first depot to a location at the junction of the two railroads and using the second one for storage. As the combined depot saw both passenger and freight traffic, it was very busy. The storage depot burned in 1944 and the combined depot was demolished in 1967.

In 1910 the railroads changed the name of the depots (and thus the town) to “Gloster,” presumably to avoid confusion with the Gladstone, Michigan stop. The new name did not catch on, with residents still calling the area “Gladstone.”

Gladstone Shops

Although only archeological remnants remain, the Gladstone Shops were by far the most significant railroad-related resource for the Maplewood area. Although every town that had a railroad stop had a depot (or two), few had such comprehensive shop services. The Gladstone Shops were the first major business to put the area on the map, as well as providing employment for over 100 people.

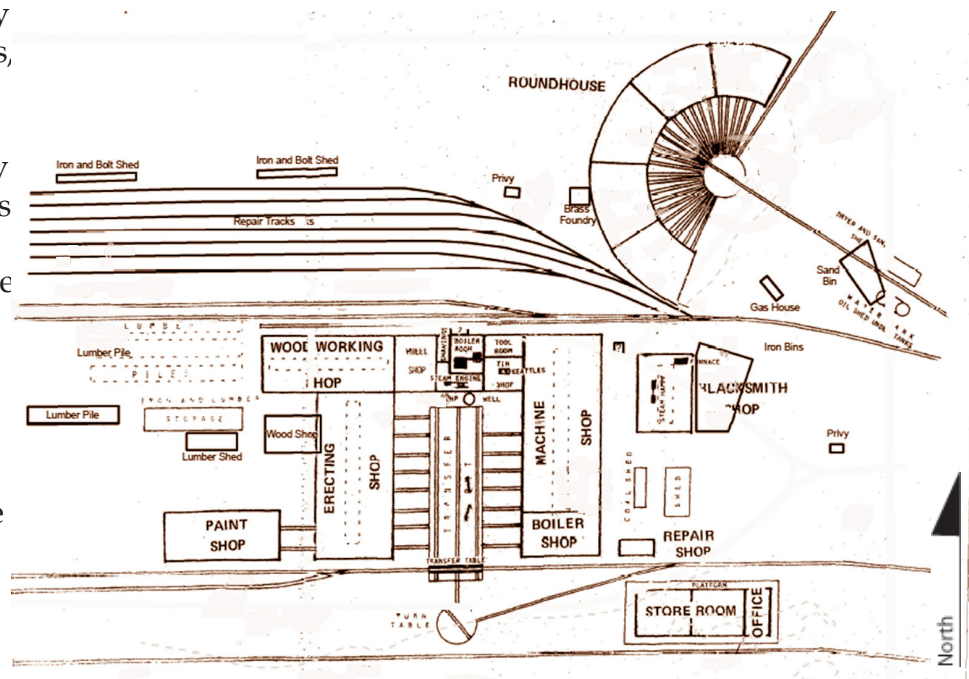
William Dawson, anticipating that the railroad would be crucial to the success of his new town, extensively lobbied the St. Paul and Duluth Line to establish their shops there. While he sold the line on its proximity to Saint Paul, what the railroad did not realize was the difficulty of placing them in an area with such a steep uphill grade from Saint Paul.

Nevertheless, the shops were optimistically constructed in 1887 near the location of the intersection of the St. Paul and Duluth Railroad and the Wisconsin Central lines (close to what is now Frost Avenue and English Street). The cost was \$284,515.01. The layout was complex, consisting of:

- a series of shops: erecting, machine, painting, and several for smaller repairs — for everything from handcars to locomotives
- a roundhouse, with a 25-engine capacity
- 9 repair tracks, plus tracks connecting the buildings
- a 100-foot brick smokestack
- a 640-foot deep well
- extensive fire protection, including two 50,000 gallon water tanks, a hose cart, and a fire brigade

The Shops were extremely busy during the late 1800s, but when the line merged with the Northern Pacific in 1900, repair was mainly moved to the Como Shops. By 1915, most of the rail had been removed and the shops stood empty. They were leased to several railroad contractors for storage, and finally to the Seeger Refrigeration Company, until they were removed in 1979.

At that point, the land reverted to Burlington Northern. The City of Maplewood purchased



The Gladstone Shops plan circa 1891.

the land, renaming it “Gladstone Savanna” in 1994 as part of the Open Space project. By that point, any remnants of the Shops that had survived the 1979 wholesale demolition were long gone or buried.

In 2012, the city conducted an archeological survey of the site. The survey showed some brick and metal, foundations, rail ties, artifacts, and surface depressions. The shape of the roundhouse foundation was especially evocative. The archeological remains have been covered with 1-3 feet of clean soil to preserve them and to reduce any ground soil contamination fears. The land is being restored to its original vegetation of oak savanna and prairie grasses, with some trails and interpretation.

Railroad Vestiges

The sense of the railroad does remain in Maplewood in the trails that run along the old rail lines (Vento Trail and the Gateway Trail), as well as the railroad bridges.

The Vento Trail passes by Lake Phalen, and connects White Bear Lake with the Bruce Vento Nature Sanctuary on the East Side of Saint Paul — along the old “Skally” line. The Gateway Trail is part of the Willard Munger Trail System. Both run along abandoned rail lines, though little of the lines are left besides the sense of place provided by the wide trails.

Remaining bridges include:

- **The Soo Line bridge** (circa 1908-09) over Keller Creek, replacing an earlier 1888 bridge. During rebuilding, double arches were added at the request of the Saint Paul Department of Parks, to provide clearance for watercraft.
- **Northern Pacific Bridge #7** (circa 1926) over County Road D.

The old Soo Line well, dug just west of English street to serve the steam engines, is also still present. It has been well-secured following a 1931 accident that trapped five local boys in the well — they fell in while dropping fireworks down into it. (The boys emerged unscathed.) It has been recently filled and re-capped.

Finally, the old Soo Line Section House (built 1915), once located on Clarence Avenue, was likely moved in the mid-nineteen-hundreds (date uncertain) to its current location at 1467 Frost Avenue (at Barclay). The Section House provided accommodations for the foreman and his family, as well as serving as a boardinghouse for single male railroad crewmembers. This structure was distinctive for its two chimneys, which it still retains in its current residential use. The Section House may be one of the most important remnants of the former railroad glory days.



Soo Line Section House at its Frost Avenue location.

A New Frontier – Automobiles

The roadways from Maplewood to Saint Paul, such as Rice Street, had always been well-travelled by truck farmers and later by commuters as Maplewood became one of the first of Saint Paul's bedroom communities. As automobiles became more important, the Maplewood area's proximity to Saint Paul ensured new roadways.

Highway 36 came along in 1955. This controversial roadway had originally been proposed in 1929, in relation to the new Stillwater-Minneapolis Cutoff. The route, proposed to follow the Soo Line right-of-way, engendered controversy in the Maplewood and North Saint Paul areas. Finally in 1948 the state acquired some of the North Saint Paul High School land by eminent domain, adding it to the right-of way. The first two-lane section was completed in 1955, and it was expanded to four lanes in 1959-1960. The route remains true to the plans, but no original sections of the highway appear to remain.

Perhaps the state's most legendary highway (thanks to Bob Dylan and also the blues for its southern stretch) — Highway 61 — runs straight through Maplewood. The highway was built along what had been the "St. Paul, White Bear, and Bald Eagle Road," as platted in 1870. Its name was then changed to the pleasant "Mississippi Valley Highway" until 1920. In 1921 it was re-aligned, paved, and called Constitutional Route 1 / Trunk Route 1 / Star Route 1. It finally was named Highway 61 in 1926. The highway retains some historic bridges, including a 1952 bridge, just east of Roselawn at Arcade, that sits exactly at the 45th parallel. Many of the other original bridges were demolished in the road straightening and widening during 1952-53. The construction of Highway 61 destroyed some early Native American resources (see Context 1), but the highway has its own history, and some small original sections still remain.

The major Interstate Highways 94 and 694 routes opened in the early 1970s, following President Eisenhower's Federal Aid-Highway Act of 1956. The northern part of Highway 35E (above Saint Paul) was completed at roughly the same time.

No early service stations and few other highway-related resources remain. One remaining garage is the Carver General Repair Garage (1963), at 2730 Highwood Avenue. This is right next to where the Carver Lake School was originally located. Likely the most important lost resource in the area was Mogren's Gas Station at White Bear Avenue and County Road C. Due to the high traffic in the area, Mogren's was chosen as one of three local "first aid stations" in 1936. Since Maplewood had no hospitals, the station could provide emergency treatment before transferring the patient to a hospital (the nearest of which was St. Paul-Ramsey Hospital, now Regions Hospital).

Property Types

Water Traffic

- Boat crossings and landings

Railroad

- Tracks and right-of-ways

- Depots

- Bridges and crossings

Repair shops
Roundhouses and section houses
Railroad cars and engines
Telegraph stations
Warehouses
Support buildings (repair facilities, storage sheds, etc.)
Rooming houses; railroad housing
Distribution facilities

Roads

Current roads
Remnants of early roads and trails
Stage stops
Truck stops and facilities
Gas stations and comfort stations
Automobile repair shops

Transportation Recommendations and Future Actions

- As discussed at length in this section, very few transportation-related resources still exist, which is a common issue. Those that do, or that are discovered, should be surveyed and cataloged, with particular attention paid to the importance of this context.
- A key remaining resource are the archeological remnants of the Gladstone Shops. These elements are located beneath the city-owned Gladstone Savanna, and are generally protected by being buried. The City should ensure their protection and interpretation. Any reuse of the area should be carefully considered.
- Future development of the Gladstone area should give a nod to the past, without being tempted by replication.
- Several trails, such as the Vento Trail and the Gateway Trail, take advantage of former rail corridors for recreational use. These trails are lightly interpreted already, and there is room for more historic interpretation along them.
- The HPC should work with the MAHS to interpret the transportation-related resources that the Society possesses.

Context 4 – Cultural Life: Religion, Social Activities, Tourism, and Recreation

Time span – 1860s to 1970s

In some areas, especially Minnesota's smaller towns, micro-sections of cultural life traditionally defined the community. Neighborhoods and community connections were established around cultural identities and ethnicities, churches, or social organizations. In the more sprawling cities of Minneapolis and Saint Paul, similar issues were at play albeit on a larger scale. However, due to Maplewood's unusual shape and development history, these influences became more difficult to define.

At the same time, this makes these considerations no less important. The interconnectedness of the society is demonstrated in the ways that this context overlaps with others. In a town where all business is local, social and cultural connections have a strong link to commerce and industry.

Maplewood did, however, have a number of leisure time activities — though again, this is an area where few physical resources remain. For example, the area was especially known for its social clubs (which served as a precursor to community government), but since these groups met in people's homes, there are few related resources such as a meeting hall or auditorium (the Gladstone Community Club, which met in the Gladstone School, is the one exception and addressed in Context 5).

Several churches and especially cemeteries are notable, however, and are included in this section. Maplewood also had some tourism, especially near the lakes and golfing-related, so this sub-context is included herein as well. Public land, and sports and recreation, are other important sub-contexts.

Churches and Religion

Unlike many other communities, early Maplewood residents did not prioritize a local church, apparently preferring to attend their previous congregations in other communities. Several of the churches date from the 1950s, around the time of the city's incorporation. Churches include:

- **The First Evangelical Free Church** on Hazelwood Street. This is one of Maplewood's oldest congregations, though its current sanctuary is modern. It was established in 1889 as the "Swedish Evangelical Free Church" and met in people's homes. By 1936, church services were conducted in the English language and it became known as "First Evangelical Free Church."
- **St. Jerome's Catholic Church** on Roselawn Avenue, near McMenemy Street. The church was founded in 1940, and the building dedicated in 1952. The campus includes a church and K-8 school, as well as a handsome rectory.
- **Presentation of the Blessed Virgin Mary** – on Kennard Street and Larpenteur Avenue. This parish was founded in 1946, first meeting at Gladstone School. The previous church facility, Kenny Hall, was constructed in 1947, and was replaced by the current building in 1966. Some vestiges of the earlier era still remain, including the "Garden of Mary" (1948). The complex includes a church, preschool, and K-8 facility.

- **Cross Lutheran Church** – Cross Lutheran was established in 1928-29, though predated by the Gladstone Mission Effort. The chapel was established at Prosperity Road and Frost Avenue, and grew to include a K-8 school, parsonage, and teacherage. The original chapel was replaced in 1958 with the current structure, and the school closed in the late 1960s.



Presentation of the Blessed Virgin Mary campus.

*Cross Lutheran Church at Frost Avenue
and Prosperity Road.*



*Saint Paul's Priory, now known as the
Tubman Center East, is an fine example of the
International Style of architecture.*

Saint Paul's Monastery (Priory) is in the far eastern corner of Maplewood, near the Priory Preserve. It is a community of Benedictine sisters, whose predecessors came to the United States from Germany in 1852. The first priory was at 301 Summit Avenue in 1948. After founding and staffing Archbishop Murray Memorial High School, the sisters relocated to a Larpenteur Avenue site in the early 1960s. The building, designed by prominent architect Val Michelson, was completed in 1965. That site was closed in 2009 in favor of the current Benet Road facility. A 2010 study of the property found it to be eligible for the National Register based on its architectural significance.

The related Hill-Murray High School was formed in 1971 when Archbishop Murray High School merged with Hill High School, a school for boys founded by the Christian Brothers. Hill High was originally founded to provide Catholic education to students living on the east side of St. Paul and

inner-ring suburbs. It expanded in 1989 when it added a middle school and changed the name to Hill-Murray School.

Maplewood's private non-profits cemeteries rather than churchyards, are another important historic resource. One of the most prominent is Forest Lawn Cemetery on Edgerton, which has the oldest community mausoleum (for crematory remains) in the state — in fact, the oldest west of Milwaukee. Forest Lawn was established in 1893 as the St. Paul Cemetery. The Beaux Arts style mausoleum dates from 1917. It has 650 niches and 1,400 crypts, and has often been cited as a potential National Register site.



Forest Lawn Cemetery Mausoleum.

Union Cemetery on Minnehaha Avenue was founded as a non-profit, non-denominational cemetery in 1889. It includes vaults and a Children's Cemetery. Mount Zion (Jewish) Cemetery was first located in 1858 at Erastus (now Front Street) and Sylvan (now Jackson Street) in Saint Paul, near Oakland Cemetery. The Payne Avenue and Larpenteur Avenue site was established in 1889, with the bodies exhumed and moved from the original location. Cemetery records are kept at Mount Zion Synagogue at 1300 Summit Avenue. The Poor Farm "potters field" graveyard, just north of the existing barn, is addressed in Context 5.

Social Organizations and Clubs

Maplewood had three distinctive neighborhoods:

- **Parkside** – to the west, known for the homes of doctors, lawyers, and other professionals
- **Gladstone** – the former core of the community
- **The South Leg** - especially known for farms

In addition, the “Gardenia” neighborhood formed along Highways 61 and 36 to Beam, because of the well-travelled nature of Highway 61. Similarly, the busy Carver Road became a subsection of the south leg. Highwood / Point Douglas was another small community, with a depot and some commercial activity. The Midvale neighborhood, right on the edge with Oakdale, coalesced around the shopping center, and eventually hosted the 3M site. This neighborhood almost seceded in 1947, ten years before Maplewood incorporated. Had it done so, the history of the area would be very different, as 3M likely would not have chosen the site if it had been incorporated as its own smaller community.

These neighborhoods are important because they led to the creation of several civic / social clubs that predate Maplewood’s incorporation as a city. These clubs were formed for “community benefit” and included Parkside, Hillcrest, Keller-Edgerton, Gladstone, and East County Line. They (individually and together) took care of city matters like stop signs and community policing, sent newsletters, gardened, and held parties called “Gayeties.” However, since these clubs met in people’s homes, almost no physical resources, such as meeting halls, remain (the Gladstone Community Center, addressed in Context 5, the only exception). The MAHS does have minutes, photos, event programs, and other memorabilia.

As well as the clubs, there were a number of community events, including a Fourth of July celebration, and the Maplewood Fall Festival including the “Miss Maplewood” contest. The volunteer fire departments (addressed more in Context 5) also held periodic dances, ice cream socials, and booyas as fundraisers, usually hosted by the Women’s Auxiliary.

There were a few fraternal organizations: the Moose, the American Legion, Jaycees, and the Lions / Lionesses, but only the Moose retained a hall. Youth organizations included the Boy Scouts and Girl Scouts and the 4H, as well as athletic organizations. Some variation of all of these continues today.

Gathering Spaces and Festivals

Maplewood boasted two drive-in movie theaters, the Maple Leaf and the Minnehaha (the latter designed by architects Liebenberg and Kaplan). Sadly, neither remains. The Plaza Theater (1967), a small movie house currently showing second run movies, still exists on Larpenteur and White Bear Avenues.

The Ramsey County Fair, established in 1913 in White Bear Lake, was forced off that site and moved to the Ramsey County Poor Farm site in 1954. Since then, the fair has added fireworks (1957) the White Bear Avenue Parade (1966), and more recent innovations like expanded food services and a classic car show. Most livestock and agriculture was phased out by the 1970s, another indication of the waning farm economy.

Maplewood became a stop for Saint Paul gangsters — including Doc and Ma Barker, John Dillinger, “Baby Face” Nelson, “Bugs” Moran, and Gus Nichols — as they headed from their homes in Saint Paul to summer places in the White Bear and Mahtomedi area. The “Pink Castle” or “Chicken Shack,” or “Pink Palace” (built 1932) at 2720 Maplewood Drive near the tourist cabins on Highway 61, became a favorite for fried chicken stops. Its current appearance belies its more glamorous past.



The “Pink Castle” on Maplewood Drive.

Tourism

Maplewood was similar to many other small Minnesota railroad communities in that the railroad lines, in an effort to boost ticket sales, actively promoted the area as a recreation and resort community. Their publications promoted Maplewood’s swimming, sailing, boating, fishing, and hunting, as well as calling it a “haven for invalids.” Ironically, it was the rise of the automobile that bolstered Maplewood’s tourism business, as it became a close and easy getaway for Saint Paul residents, providing a similar but more convenient and lower-cost alternative to the fashionable northern Minnesota resorts.

One of the most popular places was the Kohlman Hotel on the channel between Lake Gervais and Fitzhugh Lake, which was renamed Kohlman Lake after William Kohlmann bought up most of the surrounding acreage in the 1870s. The Kohlman Hotel was very popular in the 1880s-90s. Its audience was diverse, from day-trippers to those there for their health, to the “Sin City” contingent, known for signing in with a female guest — one who was not necessarily their wife. The property featured cabins, a saloon, and a restaurant. In the summer passengers went out on the steamer “Water Lily,” and in the winter held sleighing and skating parties. The hotel was passed on to William Jr. and Louis Kohlman (by then they had dropped the second “n”), but was lost to fire in 1930.

There were also three popular resorts on Carver Lake. “Pete’s Place” on the north end operated into the 1980s, but was torn down for a condominium development. The competing Pete

Varno’s cabins were on the south end; they were sold in 1953 and demolished after a 1963 fire, with the property now part of the Carver Lake city park after serving as a youth camp. The Carver Lake Tavern operated on the northwest section and is now a private home.



St. Paul Tourist Cabins today.

One of the area’s favorite memories is the “St. Paul Tourist Cabins” sign that used to stand on Highway 61 and Frost Avenue. The site was opened in 1931 as “Saint Paul Tourist Camp,” a

campground, but in 1945 the owners changed the name to “The St. Paul Tourist Cabins” and erected the distinctive sign with a sunset-color motif. It was removed when the cabins were closed in 2006, and relocated to the Minnesota History Center, where it can now be seen in the “Minnesota’s Greatest Generation” exhibit. The retro style, with its distinctive pointing hand, is very evocative of the time and similar to the “Cocktail” sign still on Highway 61. The nearby “NorthernAire” sign has also been lost, as have other similar nearby signs.

However, a more discrete resource still exists across Highway 61, just south of the “Pink Castle” and Angus Meats, in the small set of tourist cabins called the Herrings Cabins. These are the last remaining of the four sets of tourist cabins in the immediate area from the 1920s-1950s. They are demonstrative of the early tourism and travel of the 20th century.

Lakes, Parks, and Public Land

Lookout Park, a tiny triangle quarter-acre site at Phalen Place and Ripley near Lake Phalen, has the distinction of being Maplewood’s first park, possibly because it could not be platted for other uses. Established in 1884, the park was named for a 55-foot wooden observation tower built in it, from which one could reportedly see North St. Paul, the State Fairgrounds, and even downtown Minneapolis. The tower was apparently demolished around 1908, and no historic resources currently exist in the park.

Maplewood has a number of other parks and trails — close to 50 all told — many acquired in the more recent past due to the Open Space Initiative. Some of these, such as Fish Creek, the Priory Preserve, and the Gladstone Savanna, are located on historic sites. The interpretive guide created for the Priory gives a particular sense of these area’s natural surroundings pre-settlement. The current Nature Center site, on the former Bartelmy Farm, was purchased by the city under tax-forfeiture in 1967 and has a number of natural interpretive features, though no historic ones.

Several other parks have interesting histories, including:

- **Joy Park on Silver Lake.** This was the site of the Kennel Club for a number of years, as well as the respected Joy family farm. Silver Lake was especially known for skating and other winter activities.
- **(Lake) Phalen Park.** Created on the lake in 1899, this park is relatively unchanged; an early map shows the same tree-lined boulevard and Kelley’s Pavilion on the north end of the lake (adjoining his tourist cabins). Linke’s Landing where Larpenteur meets the lake was an especially popular swimming beach and boat launch.
- **Flicek Park on Frost Avenue.** This was home to the area’s first youth baseball league, the Gladstone Baseball organization, from 1957-1968.
- **Wakefield Park.** Less is known of this site’s history, but since it was a Gladstone park, it is likely to be important if researched. This park still has a cow tunnel.

Although these parks retain few to no original historic resources, their stories remain important to Maplewood’s past.

Historically, the lakes provided the most popular parks and recreation sites, especially Lake Phalen (named for early settler Edward Phelan, who in the recent past has become notorious

for the presumed murder of fellow settler John Hays — the first murder in Minnesota). There were several beaches, and when water levels allowed, an excursion steamboat ran several times a day all summer.

A favorite recreational waterway was the canal between Keller Lake and Lake Phalen. The swampy natural waterway was repeatedly dredged by the St. Paul Water Works, beginning in 1869, to improve water flow. By the late 1870s, small boats could ply the canals, while steam excursion boats ran on Phalen. The “Linking of the Lakes” dredging project, running from 1914-1918, sought to better utilize the connection between Phalen, Gervais (named after first Little Canada township settler Benjamin Gervais), and Spoon Lakes. This project deepened the canals and created three artificial islands and the Highway 36 causeway. One island, in Keller Lake, still remains.

This work with the canals, however, affected water levels so the excursion boats could not run effectively. This was remedied by building Honeymoon Falls in Keller Park in 1932, but water levels never stabilized adequately and the falls were removed in 1980. The WPA also created a Phalen dam in 1937-38. Though much of this work was abandoned at the end of the century, the current Master Plan for the area calls for revitalizing the recreational use of the waterways, although without dredging. In this way, it is indicative of past work, even without the resources. Some elements, like the aqueduct, are quietly still there.



View from Keller Lake Island to the park shelter and the lake beyond..

Keller Park, near the golf course, became a favorite gathering spot near the end of the 20th century. Several of its bridges date from that period. Today, it is a favorite gathering place for many of Maplewood’s cultural communities, including Asian, Latino, and Somali families.

Other important lakes include Kohlman (formerly Fitzhugh), Silver, Beaver, and Wakefield, as well as a number of smaller lakes and ponds. Otherwise, the landscape is generally gently rolling hills, flattening as one moves northward, with some deciduous trees, mainly oak barrens. The southern tip of Maplewood is one-half mile from the Mississippi River. The steep slopes of the river bluff are heavily wooded in this area and lead up to the open bluff top of the Fish Creek preserve, with views of the river valley.

For some time various area, state, and national events were memorialized with brass plaques on some of the large boulders along Keller Creek. Although the rocks remain (and in some cases you can see the drilling holes), the plaques have all been stolen and are not likely to be replaced.

As well as its parks and public land, Maplewood has a number of potential Heritage Trees. In an area where the early vegetation was an important factor in its platting and boundaries, and where often original structures have been lost, the older trees give a unique sense of history and place.

Open Space Program

The Maplewood area is unusual in that it adopted the region's first Open Space Initiative in 1993 — one of the first such initiatives in the country. This referendum, which had been building grassroots-based momentum since the 1970s, allocated 5 million dollars to the purchase and preservation of open spaces in Maplewood, protecting them in perpetuity from development.

Sites were ranked and prioritized by the Open Space Committee. Other related initiatives include a community nature center and storm water and rain garden programs.

Two of these sites, significantly featured in this study for their archeological potential, are the Gladstone Shops site (now Gladstone Savanna), and the recently acquired Fish Creek site.

A Sporting Tradition

Perhaps Maplewood's most significant sports-related resource is the Keller Golf Course. The original clubhouse, designed by noted African-American architect Clarence "Cap" Wigington, was built in 1928-29 and recently demolished in a 2012 renovation, after the Ramsey County Parks and Recreation Department determined it "has out lived its useful life and no longer functions well on supporting the golf course operation and cannot be maintained." Some elements of the building were preserved, including the original cornerstone and the fireplace, as well as a few small outbuildings. The course itself, designed by Paul Coates after several prominent East Coast courses, generally retains its historic layout (six of the holes were re-aligned in the 2012 remodeling, but not relocated).

Keller Golf Course was named for Ramsey County Commissioner Herbert Keller. It played a significant role in early Minnesota sports history as a stop in most men's and women's professional tours from the 1930s up to the 1960s. Keller was one of the few courses in the country to accept black golfers, and in 1932, was the site of the first PGA championship won by a Latino, Olin Dutra.

The course also became notorious as a favorite of area gangsters. One legend says that, once as John Dillinger was playing the third hole, FBI agents approached his group and he was forced to jump the fence and hop a train to escape, leaving his coveted clubs behind.

Maplewood has two other golf courses, the Goodrich Golf Course on the former Poor Farm grounds and The Ponds at Battle Creek.

Other sports-related resources include:

- **The Saint Paul Ski Club Nordic Training Area** (ski jump) on Sterling Avenue. The 25-acre site was sold to the ski club in 1942, and a wooden Nordic jump constructed. The current Harrington Jump dates to 1972. The current location replaces their previous home in Battle Creek (and before that in Mounds Park).
- **Aldrich (Ice) Arena**, built on the de-accessed Poor Farm fields in 1962 for \$750,000. It was constructed in response to a high demand for hockey and skating facilities in the area, and was proudly referred to as the “Ice Skating Capital of the World” upon opening. Seating over 3,000, the facility was named after the late Gene Aldrich, who started the Minnesota State High School Hockey Tournament in 1944. It hosts both hockey and figure skating. This is a significant site for both its architecture and social history, and may be National Register-eligible.
- **Saints North Roller Skating Rink** on Gervais Court was constructed in 1973, so just outside the 50-year mark in 2014.
- **The former site of the Kennel Club** in Joy Park (however, no resources remain).



The Saint Paul Ski Club Nordic Training Area (ski jump) on Sterling Avenue in the far southern portion of Maplewood.



The Aldrich Arena is a fine example of the International Style applied to a sports facility. Note that the thick truss roof “floats” over the base on a band of glass.

Property Types

Churches and related buildings

- Churches
- Parochial schools
- Convents, priories, and monasteries
- Church social halls
- Rectories and other residences
- Church administrative buildings and offices
- Cemeteries

Meeting halls and social halls

- Ethnic organizations
- Fraternal organizations
- Social organizations
- Multi-purpose meeting halls
- Union halls

Parks

- Grounds
- Open spaces
- Trails
- Buildings
- Structures (gazebos, walls, picnic tables, etc.)

Recreation

- Bars, taverns, sample rooms and saloons
- Billiards
- Bowling alleys
- Dance halls and classes
- Museums
- Music halls and concert halls
- Restaurants and cafes
- Theaters

Sports grounds

- Golf courses
- Ball fields

Tourism related sites

- Hotels, cabins and inns
- Nightclubs and entertainment
- Restaurants and cafes

Heritage Trees

Cultural Life Recommendations and Future Actions

- In many cases, religious cultural resources are lost because congregations need to expand on limited budgets, and are often ineligible for tax credits that for-profits can use in preservation efforts. This is particularly the case in Maplewood, where the existing religious buildings generally represent the recent past. The HPC should work with local churches to ensure that resources are protected.

- Cemeteries are generally not eligible for National Register nomination, though this trend is reversing in Minnesota, especially for those with significant structures such as the Forest Lawn Mausoleum. The HPC should consider National Register designation for this resource.
- In many communities, cemeteries also generate much interest and their own preservation societies. Maplewood’s cemeteries should consider similar initiatives.
- Parks and open areas have long been part of Maplewood’s cultural history, since long before the Open Space Referendum. In general, these places do not have buildings or similar resources to preserve, but their sense of place is still crucial. The HPC should work with the Parks Commission to include historic park features in the currently in-process Parks and Recreation Plan.
- Similarly, Maplewood has strong Natural Resources plans in place. Adding historic resources to these plans might be tricky, as few built resources remain. However, the natural environment of the Maplewood area is also part of its history / pre-history, and so preservation could be integrated into these plans in many ways.
- Redesign Maplewood’s “Big Tree Registry” to ensure it has a historical component as well as a natural resource element. Other cities, such as Minneapolis, Portland, Seattle, and Madison have similar programs, usually based on size, age, and significance. Some areas have developed walking tours or even iPhone apps for their programs.
- Maplewood retains several sports-related sites, though the loss of the Keller Golf Clubhouse — a prominent landmark designed by a significant local architect — was an unfortunate blow. The HPC should recognize and retain these sites. In particular, the HPC should investigate listing Aldrich Arena on the National Register of Historic Places.
- Similarly, though the remaining tourism resources (such as the Hennings cabins) are in poor condition, the HPC should investigate retaining and preserving them.
- The historic neighborhoods are part of Maplewood’s core identity. Though things like the community clubs are long gone, the HPC should investigate interpreting the neighborhoods and their character, perhaps through signage, banners, etc.

Context 5 – Civic Life

Time span – 1850s to present

Maplewood's Early Development — and Late Incorporation

Maplewood's unusual shape — often a determination of the land left rather than the land claimed — has been an important factor in its development and sense of place. The division is even physically compelling, differentiating between the rolling hills of the south leg and the more flat northern section.

For most of its early history, Maplewood was split between two townships — New Canada and McLean Townships — which in turn were two of the original just six townships that made up Ramsey County. New Canada was especially known for its French Canadian settlements.

Thus divided, the central northern part and the southern leg of Maplewood have had a relationship that has sometimes put the two areas at odds. It has also especially taxed civic services, particularly police and fire, where the distance from the area between the northwest corner and the southern leg is quite long. This unique circumstance leads to an unusual situation where, as one Historic Preservation Commissioner says "Indeed, while other suburbs seem to have a certain flavor to them, Maplewood has all the flavors of its neighbors."

The southern leg first developed in 1858. The original unnamed "Township 28" was comprised of 36 sections; Saint Paul proceeded to annex one side of the township, while Washington County simultaneously annexed four sections along the southern border. This left the township at less than half its original size, with only 14 sections remaining. Soon after, the township actually expanded and brought the border northward, gaining four additional sections. It then named itself McLean Township, after the publisher and Ramsey County Commissioner, who became the first Chairman of Supervisors for New Canada Township.

However, Saint Paul continued to annex part of the land, acquiring sections in 1872, 1885, and 1887, leaving McLean Township with only five sections remaining. The greatly reduced township merged with New Canada Township in 1890.

With a 1946 League of Municipalities ruling that made annexation easier, the unincorporated areas became very nervous. One neighborhood (Midvale) almost chose to secede in 1947, but the idea was voted down. Little Canada incorporated in 1953, further altering somewhat the remaining boundary lines to clarify the area served.

However, in general the Maplewood area continued happily as a township well into the 20th century. As it experienced a post-WWII housing boom and a demand for services such as sewer and roads, there was a constant friction between newcomers wanting increased services and those who did not want to pay higher taxes for such things.

It was actually industry that coerced Maplewood's incorporation. In 1955, when 3M announced plans to move its headquarters to 275 acres in the Midvale neighborhood along the southern leg, there was a real fear that the rest of the land — or at least the most valuable remaining sections — would be annexed by Saint Paul. This was exacerbated by an issue with a sewer connection to Saint Paul.

The vote to incorporate was held on February 26, 1957, with 2,405 votes for incorporation and 567 against. The new Village of Maplewood (named after a maple tree in one of the community leaders' back yard, with the logo traced from one of its leaves) was born, and soon entered its rise as a residential suburb. In the 1960 census (the first for the village in its newly incorporated state) the population was 18,319.

After incorporation, Maplewood was initially challenged to provide the kinds of community services that its residents expected; even the fire department was relatively new. One of the first things handled was the connection to the Saint Paul sewer system. The unusual shape of the district, as well as the long history of independence and dual-township identity, caused more than a few issues for a new city working to cement its identity.

City Services

Because Maplewood incorporated in the 1950s, it is lacking many of the picturesque civic buildings that many communities treasure.

It does retain the original Little Canada Town Hall, currently located at 1375 Frost Avenue in the old Gladstone area. The Town Hall had originally been built in 1878-79 on the north shore of Lake Phalen, but was moved to Gladstone, on the south side of Frost, circa 1900. However, the hall was not big enough, and by the early 1950s offices were moved to the new Gladstone fire department building, and meetings to the Gladstone School. The building was sold, moved across the street, and over the years, has served many purposes, including as a church, a retail site, a catering business, and most recently a furniture business. The hall has been modified and added to several times, including the current brick façade. The building maintains only a small part of its original construction—mainly the framing—and none of its original layout or appearance. However, the story of its many uses is very evident by its current layout and appearance. It is currently vacant.



The old Town Hall located at 1375 Frost.

The hall has been modified and added to several times, including the current brick façade. The building maintains only a small part of its original construction—mainly the framing—and none of its original layout or appearance. However, the story of its many uses is very evident by its current layout and appearance. It is currently vacant.

The decision was made to bring together the various village and township offices in the 1950s, but progress was slow, and the Maplewood Municipal Building did not go up at 1380 Frost Avenue until 1965, housing the Maplewood Village and City offices until 1986. Now used as the Philippine Center of Minnesota, it is in a simple modern style.

Maplewood also lacks typical historic buildings such as a police station, jail, courthouse, hospital, utility companies, or libraries. Such services, if needed, were generally housed in the school, the fire department, or people's homes. Many have acquired their own buildings or offices only recently. However, the first, distinctive Maplewood Branch Library remains on Skillman Avenue, as converted to the Assalam Mosque in 1997.

Fire Stations

In the tradition of local organization, several Gladstone residents (including Frank Rossbach, Phil Palmquist and others) met in late 1942 to organize a volunteer Fire Department.

The Maplewood area had generally been served by the Saint Paul fire department, but the distance was long, response times were slow, and the department was understaffed once many of its members began to serve in World War II. As Maplewood expanded there were many more properties to protect and many Saint Paul firefighters were unfamiliar with the area. Most notably, most of Maplewood did not have fire hydrants to provide water, and Saint Paul trucks no longer carried water. Finally, in 1942 the City of Saint Paul notified the area that they could not continue to serve them.

The volunteer Gladstone fire department was formed in 1943 with \$1,000 in start-up donations. They did not have any equipment until they purchased "Old Betsy" second-hand from the Excelsior Fire Department in 1944, using it until they sold it to the St. Paul Clown Club in 1951. The engine spent the next twenty-six years in transit until former firefighter Dick Juker purchased it from a Golden Valley owner in 1977. Juker spent several years restoring the truck before selling it to the City of Maplewood in 2003; it is now on display at the Bruentrup Farm.

The first fire run for the new department was to a grass fire in August, 1944. The community did not have a fire station, so the Pfeiffer store took the calls and passed them on. Eventually, the first Gladstone fire station, a 2-stall station built for \$2,500, opened in December 1944 (and was finished, with doors and windows, in May 1945). The station was enlarged to three stalls in 1951 and four in 1970. In 1972, the Hazelwood Station was added (under the Gladstone division), in order to provide services to the growing north end of Maplewood and the Maplewood Mall. The original 4-stall Gladstone station was replaced with a new one on Clarence Street in 2001, and demolished soon after.

Meanwhile, the East County Line Volunteer Fire Department was begun in 1942; a pumper truck was purchased in 1946, and they incorporated in 1947. They constructed a two-bay station in 1947, which was enlarged to four bays in 1952, with a series of alterations in the 1960s, '70s, and '80s. A second station was added on Londin Lane in 1979.



The Parkside Fire Station at 2001 McMenemy Street.

Finally, the Parkside Department on McMenemy Street followed in the late 1950s, contracting with the City of Maplewood for fire service in January, 1959. They had a station building on 9.5 acres on McMenemy, also built in 1959.

The volunteer fire brigades got a lot of experience from the 1940s through the 1960s,

when the Maplewood area, especially the former Gladstone site, experienced many residential fires. Many of the homes were rumored to have been burned for the insurance money, while others were donated to the Department for practice drills. A popular joke became “Oh, you’re moving? When’s the fire?” One of the largest, most destructive fires in Maplewood history was the GEM Department Store fire in August, 1967. Highway 61 was closed down in order to pump water from Keller Lake.

In the tradition of Maplewood’s social clubs, the volunteer fire departments also had an important social role. The firefighters, and their families, used them as important gathering places, and the families grew quite close. Oral interviews focus on the social aspect and discuss the beer budgets being rather extensive, until alcohol was finally banned from the stations in 1983. More formal events, like the booyas and dances, allowed the entire community to gather and support the department. For this reason — although the fire stations are not pristine resources, and even though they have been heavily altered — they are still seminally important, even as they are likely to be privatized and sold when the new 3M station opens in 2014.

The three volunteer departments worked together and exchanged mutual aid services with other nearby municipalities, though they did not officially merge until January 1, 1997. All firefighters were then required to become Emergency Medical Technicians.

Schools

The first school in the area was the Carver Lake School, built along Highwood Avenue, one mile north of Carver Avenue, in 1894. Chauncey Carver donated an acre of land for the one-room school, established so the families living along Carver Avenue would have a school within walking distance. Prior to that, the children walked two miles to the Newport school to the south, or over three miles to the one room schoolhouse at the intersection of Point Douglas Road and Lower Afton Road. The school, which was the last one-room school in the district, was closed in 1954, with the twelve remaining students transferred to the Beaver Lake School. It is now a private home at 2684 Highwood Avenue.

The Edgerton Elementary School was built of limestone brick in 1875, on the site of what is now Forest Lawn Memorial. It was converted into a residence by J.W. Fardy, and moved to the current location of 1745 Edgerton in 1953. Both this and the former Carver Lake School, in their new lives as homes, bear little resemblance to the original schoolhouses.

The red brick Gladstone School opened in the heart of the town, on Birmingham Street, in 1887. Built for \$11,000, it was a traditional but large 4-room school, and served as a community center and gathering place for many of the youth and adult clubs and associations and even church meetings. The cupola bell rang for all major news events. Many area residents remember the distinctive spiral slide fire escape, similar to one that still exists at Silver Lake in North Saint Paul. The school was torn down in 1952 when the new Gladstone School opened. That building, in turn, became the Gladstone Community Center (now the Gladstone Learning Center) after the 1975 school district consolidation. This school building also hosted community meetings (including the Gladstone Community Club). Some interior features remain.

The Hillside School at 1709 North McKnight Road is a distinctive, 1940s WPA building that still retains many Art-Deco influences. It is now owned by a private childcare company, and while the interior has changed, the exterior is still evocative.

Prior to consolidations in 1948 and 1952, the area had eight schools: Arborlodo, Beaver Lake / Kaeder, Carver, Edgerton, Gladstone, Hillside, Hudson Road, and Maplewood. Now the area is part of two districts: ISD #622 (North Saint Paul, Maplewood, Oakdale), and ISD #623 (Roseville).



The new Hillside School to the left being constructed adjacent to the smaller, old Hillside School.

The Poor Farm



Register listed Ramsey County Poor Farm barn,

The Ramsey County Poor Farm may be one of Maplewood's most important remaining resources — both for the National Register-listed barn that remains standing (Maplewood's only current National Register resource), and for its importance in the community. For a time, it even put Maplewood in the Guinness Book of World Records, for the only place in the country where "Prosperity Way [the street it was on] leads to the Poor Farm."

Poor farms were an early government method of dealing with the poor, sick, mentally ill, elderly, and orphans — at least those that were able-bodied enough to work. County commissioners first established them during the territorial government, while the first Minnesota state law to address the issue in 1864 explicitly named the county as the only unit for poor relief and requiring county boards to establish poor farms. This began with "outdoor relief" (basically general assistance), but soon gave way to "indoor relief" (the creation of homes) as a cost-saving measure. The idea of a "poor farm" was that the farm could provide food for its residents, as well as selling their produce. The farmsites also became a land investment for county boards. The counties were soon criticized for buying up property well ahead of need, removing the property from the tax rolls and settlement ability and incurring maintenance costs.

Ramsey County was the first Minnesota county to establish a poor farm, with sites purchased in 1854 and 1859 (other counties followed soon after). The county established its major poor farm facility on the current site of the state fairgrounds in the 1860s, but soon determined it needed a more rural facility. Thus, in 1885, the Ramsey County Poor Farm was established at the Maplewood site, and soon became a relatively thriving facility, designed so that the residents could best contribute to their own support.

The farm grew quickly. At its peak, it had 357 residents in a facility designed for only up to 135, including men, women, and children, and ranging from newborn to elderly. The main building was of brick construction, over 140 feet long, and three stories high, with the overseer's family originally housed on the second floor, and then later having their own cottage. The main building also had two reading rooms, a dining room, kitchen, and laundry, but no chapel or school rooms. Numerous outbuildings and facilities included two stone barns, a refrigeration building (circa 1900), and even a coal stop on the railroad.

It became known for dairy production, so in 1918 the smaller barns were replaced by the large brick barn that could hold up to 75 purebred cattle, valued at \$39,000. The University of Minnesota also kept test cows at the barn. Additionally there were other livestock and crops, and the residents really did achieve the "ideal" of self-sufficiency.

Just north of the barn was the Ramsey County Cemetery, the county's "potters field" from 1893-1923. The cemetery was established as a cost-cutting move, saving off-site burial fees. Almost 3,000 people are believed buried here, though none of the graves are marked. After burials ceased in 1923, the land was used agriculturally by the Poor Farm until it closed in 1950.

The early poor farms, however, may have been better considered by the various counties than by their constituents. The January 23, 1872 *Pioneer Press* comments "a perfect horror was entertained at the thought of going to the poor house — in fact, starvation and death were considered preferable to removal to that establishment." The Reverend Hastings H. Hart toured and studied the state's poor farms in the 1880s and found them ill conceived, poorly managed, and ineffective. Rumors about the Ramsey County Poor Farm discuss everything from medical experiments to maltreatment, though the official records of the Farm paint a very different picture of a relatively prosperous farm and content residents.

State population growth in the 1880s and 1890s increased the need for poor farms, and the Board of Corrections and Charities even commissioned template model plans for smaller and larger institutions. These plans generally featured wide central hallways, and men's and women's quarters in different wings of the building, with the overseer's apartment between. Though the Ramsey County farm pre-dates these templates, many features were similar. By 1900 there were 34 homes statewide, which grew to 44 by 1910, remaining at this peak for the next several decades.

By 1935, when the Social Security Act passed, assistance could not be given to those residing in public institutions. As a result, most of the elderly moved out of poor farms, and many were closed. By 1950, when the Social Security Act was amended to include those living in rest homes, many of the former poor farms (as well as private institutions such as sanitariums), were converted into senior facilities. This was the case for the Ramsey County Poor Farm, which became the Ramsey County Nursing Home in 1950, and all farm operations, including

livestock, ceased. That nursing home ran through 1978, only to be demolished and replaced by a new facility.

As well as the barn, still remaining are the milk house, the garage, and boiler room. The superintendent's house has been relocated to Harris Avenue. Also remaining is the graveyard, now a heritage park, connecting to the Gateway Trail. It has a large stone commemorative marker.

Though the history of poor farms in the state of Minnesota is very evocative, relatively few physical resources still exist. To many, it is a period of time that is best forgotten. The Ramsey County Poor Farm encountered this when much of it was demolished, leading to it being cited one of the "10 Most Endangered Places" by the Preservation Alliance of Minnesota in 2006, despite its ongoing use. Luckily, some was saved, and became Maplewood's only current National Register-listed property.

Water Works



The current water treatment plant, a handsome example of a utilitarian building with classical detailing, was built in 1921-22. (See the historic photo of the plant on the front cover of this study.

The Water Works privately incorporated as the Saint Paul Water Company in 1857, before the area was designated as a watershed. Lines were dug by 1865, and the plant itself was built in 1869. Water moved by gravity from Lake Phalen to downtown Saint Paul via 16-24" earthenware and iron pipes. As part of the construction, the legislature authorized the Water Works to dredge channels between Phalen, Gervais, and Keller

Lakes, and to establish locks, dams, and aqueducts. Over 1,000 buildings were supplied by the Water Works, which had a capacity of 4,300,000 gallons a day.

The company went from private to public hands when purchased by the City of Saint Paul in 1882, and Phalen Lake provided a primary source of city water until 1913. The aqueducts also remain, though this has caused some problems due to maintenance issues. The 1939 Corps of Engineers addressed some of the issues, but not all. In the 1950s and 1960s, the water levels in Lake Phalen especially were very low. This relates to several of the park improvement efforts, such as the dredging between the lakes and the creation of the (now lost) Honeymoon Falls, as previously discussed in Context 4.

The St. Paul Regional Waster Service's (SPRWS) 1921 water treatment building, located at 1900 Rice Street, maintains most of its original architectural features (as well as the plants expansions in 1955 and 1959). The SPRWS possess the original billing records, which they are in the process of scanning and preserving. They also maintain a historical photo display at their main office.

Sites Currently Designated

The barn of the Ramsey County Poor Farm is listed on the National Register of Historic Places as an individual landmark.

Property Types

Civic buildings

- Town Hall
- Libraries
- Fire halls
- Police stations

Public services

- Streets
- Streetlights

Post office

Poorhouse

Social services

Public services

- Electricity
- Sewer and water
- Gas
- Telephone
- Telegraph
- Water

Schools

Civic Life Recommendations and Future Actions:

- Maplewood should consider preserving both the original New Canada Hall (threatened) and the Maplewood Municipal Building. The latter especially stands as a good example of mid-century work, and is indicative of the area governance.
- The HPC should support the MAHS in their oral history project on area firefighters. These histories provide a very evocative description of the importance of the fire department in Maplewood's history.
- With the new combined fire station under construction, the Consultants understand that the city will likely sell the current fire stations. The HPC should work to ensure that these are preserved, and also interpreted in some manner.
- The two original schools that have been converted to private homes are interesting cases. The HPC should consider working with these homeowners to allow interpretation without the loss of any property rights.
- The barn of the Poor Farm is Maplewood's only current National Register site. There are some related resources, including other buildings, the Potter's Field, and the (moved) caretaker's house. The HPC should investigate an expansion of the National Register nomination, or at least some other ways to interpret and preserve the existing resources.

Context 6 – Commerce and Industry

Time span – 1850s to present

Maplewood's commercial history has mirrored its civic development, in an unusual mix of industries and businesses that does not follow traditional paths.

Planned development began conventionally enough, as a land speculator's town centered around the railway. The two railroad lines, with the addition of the Shops and the Plow Works, were to be the anchors of a thriving town that would "rival Saint Paul." For a time, downtown Gladstone had a small but relatively thriving commercial node. However, when the Shops and then the Plow Works closed, and as the railroads began to lose their dominance, business activity declined quickly.

Other activities picked up, including truck farming, dairy operations, and tourism. Small neighborhood commercial nodes developed, even as Maplewood had no real "downtown." At the end of the 20th century, Maplewood Mall became the harbinger of scattered but intensive retail along major commercial corridors such as White Bear Avenue and Highway 61.

The most definitive development in Maplewood, however, was the relocation of 3M's world headquarters to a Midvale site, beginning in 1955. The enormous development united Maplewood's northern section with the south leg, and became a defining force in the community's identity.

Maplewood's Initial Industries

St. Paul Plow Works

The Saint Paul Plow Works — also known as the Saint Paul Agricultural Works — was constructed in 1887. Simultaneous to the Gladstone Shops (as discussed in the Transportation context), they were built for a fraction of the Shops' cost, just \$25,000 instead of almost \$285,000. It was located nearby, just NE of the current intersection of the Gateway and Vento Trails. These brick industrial buildings took advantage of the proximity of the two rail lines for receiving raw materials and shipping out finished work. The President was town founder William Dawson, who was also the president of Dawson and Company Bank, "the largest private bank in the west" according to the 1881 *History of Ramsey County*. The bank changed its charter to the Bank of Minnesota in 1882.

The factory was initially very successful, producing items such as the "Pirate" brand plow, the "Sulky" plow, "Buckeye" shoe drills, pumps and seeders, and other implements. They also accepted outsourced work from the other main area industries, the Gladstone Shops and the Water Works. Items were distributed nationally by the Mast, Buford & Burwell Company and the St. Paul Implement Company. By 1897, over 100 men were employed here, rivaling the Gladstone Shops for employment.

The buildings included a foundry, a woodworking shop, a blacksmith shop, a grinding shop, and a machine shop.

However, the Plow Works had a very rocky history. They were first almost totally destroyed, including over \$100,000 worth of goods loaded for distribution, by an unfortunate and accidental 1892 fire. Gladstone had no fire department, and by the time Saint Paul was telegraphed and could send a fire engine on a direct train, only one building remained. The total loss topped \$300,000, and cost the Plow Works the relationship with their distributor.

They rebuilt and expanded, including contracting for more equipment for the Water Works. However, they closed abruptly in 1896 when William Dawson filed for bankruptcy, due to his presidency of the Bank of Minnesota and charges of embezzlement related to it. The bank went on to fail in 1898, and Dawson to die of apoplectic stroke in 1901.

From 1903-1908, the company re-opened and operated as Poirer manufacturing, which manufactured grain drills, especially the “Poirier-Master of All” drill, and even furnaces. It then ran on-again, off-again until 1921, when it closed for good. All buildings were demolished by 1936. A few brick remnants are said to be just underground along the Vento Trail.

Gladstone's Other Businesses

The Plow Works and the Gladstone Shops existed in synergy with each other. To a large extent, these two businesses were mutually dependent. They collaborated on efforts such as providing housing — together, the Shops and the Plow Works constructed fifty vernacular wood-frame houses for their employees (see several remaining along DeSoto Street and Edgerton Street, just north of Larpenteur). Their congruence, as well as the local farm economy, led to a small but relatively stable business community in “downtown” Gladstone.

By the early 1900s, Gladstone had saloons, a general store, a meat market, a hotel, a post office, an icehouse, a hitching shed, several boarding houses (one of which may have been a “house of ill repute”), and two depots, as well as a church, town hall, and school. There were a few modest, wood-frame houses (of which any remaining have been extensively altered). The businesses were estimated to employ 1,000 by contemporary sources, though in hindsight this would seem high as the entire population was estimated at between 150-250.

To this day, grocery stores remain on the corner of Frost Avenue and Clarence (Gladstone Street), where they have stood since the late 1800s. The Faust General Store, built in 1902 (later Pfeiffer's starting in 1932) was a natural gathering spot, hosted the Gladstone Post Office, and even took fire calls. The current building, home of the liquor store and bakery, dates from the 1960s.

Across the street is the old Keller Grocery Store (Mike's LP Gas as of 2014), which is one of the least changed buildings in old Gladstone. Just down the street is a replica of the Gladstone Bulletin Board, established by the MAHS to replicate the board that stood there from the 1920s to the 1950s. Though the buildings and stores themselves may have changed at this intersection, the sense of place is generally retained.

At English Street and Frost Avenue were the old Tom Joyce Gas Station and Gladstone Motors, resources that would have tied to the Transportation context. Sadly, both are lost. Other lost resources include the Gladstone Hotel (built in the late 1880s and gone by the 1920s),

Gladstone Poultry (ironically, later a fox farm), and the school, as well as, of course, the Plow Works and Shops.

The first sign of decline for the town began in 1910, when the railroad renamed the station “Gloster,” in order to eliminate confusion on shipping addresses with the town of Gladstone, Michigan. Though the townspeople continued to call the area “Gladstone,” it was an indication of the railroad’s ambivalence toward the stop. When the Shops and then the Plow Works closed, in 1915-17 and 1921 respectively, the area soon suffered a downturn. People moved out of the unincorporated town, and the stores and small businesses were soon shuttered.

Because Maplewood was so close to Saint Paul, it became an early commuter town, with many living there and working downtown. Until the highway network developed, people would take the train daily, or the streetcar line at the west side of Lake Phalen. This too had an effect on the development of the community, as many would shop or run errands in Saint Paul instead of closer to home.

KSTP Building



Retaining its architectural integrity, the KSTP transmitter station is a fine example of the influence of Art Deco design in the late 1920s.

A prominent, but under-used resource, is the KSTP transmitter at 2792 N. Highway 61. This zigzag Art Deco styled building is extremely evocative of both the architectural style and the wide-open spaces prevalent in Maplewood in approximately 1929 when it was built. The tower was constructed in open land on the site of “Belcher’s Sand Pit,” and originally boasted four transmission towers. It remains a very prominent resource.

Maplewood’s Later Industry and Commerce

3M

If the Gladstone Shops and the Plow Works represented Maplewood’s earliest beginnings, the 3M complex is certainly its most important current business. Not only is the campus a predominant Maplewood landmark (with 475 acres, over 50 buildings, and more than 10,000 employees on-site), but Maplewood likely owes its very existence to the company. Had 3M not chosen the Midvale site for its world headquarters in the 1950s, Maplewood likely would not have incorporated, and would today be part of several other municipalities.



1978 promotional image of the 3M campus in Maplewood.

3M was founded as Minnesota Mining and Manufacturing in Two Harbors, MN, in July 1902. Founding directors were Dr. J. Danley Budd, Henry S. Bryan, Hermon W. Cable, John Dwan, and William A. McGonagle. The first facility was in Crystal Bay, and it was initially a very small operation, speculating in the mineral corundum. When the product being mined turned out not to be corundum, but instead the nearly worthless anorthosite, the fledgling company nearly failed.

Instead, beginning in 1905, the company was taken over with a stock purchase by Lucius Ordway and Edgar Ober. The businessmen moved the company to Duluth, and started a line of sandpaper products. It was during these Duluth years that the company hired both William L. McKnight and A.G. Bush as bookkeepers. Both, but especially McKnight, became prime examples of employees who were to work their way up in the company to later lead it.

Soon after the takeover, Ordway paid to move the plant to Saint Paul's East Side, so that it would be closer to his home and allow him and Ober better oversight. The first plant, Building 1, was built on Forest Avenue and Farquier (now Bush Street) at the cost of \$35,302. Though the campus later expanded to almost 50 acres, the built-up location proved to be problematic, both in land acquisition and the need to demolish existing structures in order to build to suit.

As the product line diversified, and McKnight became sales manager, the company finally began to turn a profit, paying out its first dividend of 6¢ a share in 1916. From then on, a series of product innovations, including waterproof sandpaper, masking tape, and Scotch cellophane tape, ensured strong market share. Innovation was led by two major company principles: profit sharing and an emphasis on employee-driven research (the so-called "15% rule," where employees could dedicate 15% of their time to research on their prioritized projects.)

Over the next few decades, 3M opened plants all over the world, and purchased several smaller businesses. Almost all of that was funded from within. The East Side campus was also expanded, with over \$500,000 spent on a new headquarters building, central research lab, new products department, products fabrication lab, and an expanded engineering department.

Despite this growth, by the mid-to-late 1940s, the company was faced with a number of issues:

- Heavy WWII production, especially of reflective materials, was taxing the current facilities.
- Several anti-trust lawsuits and corporate tax issues were taxing the company's funds.
- After much consideration of other sites, 3M determined that remaining in Minnesota was its best course.
- To handle these obligations, the company went public, going onto the New York Stock Exchange in 1946 and offering its first public stock soon after in 1947.

McKnight, who had by then become president of the company, reorganized the business in 1948 into eight autonomous divisions that followed the product lines. Richard P. Carlton took over as president in 1949, with McKnight becoming Chairman of the Board. Carlton's short but important presidency was followed by that of Herb Buetow beginning in 1953.

During this time, 3M selected the Midvale site as the space for its expanded headquarters. It was an unusual yet extremely advantageous choice for a site, offering cheap land, with enough

space for a large initial campus and room for expansion, all close to the Saint Paul base. Perhaps they also liked the relative lack of regulation, and certainly appreciated the wide-open space and excellent transportation routes. As discussed in the Civic section, this was a major impetus — along with city services — for Maplewood’s incorporation soon after.

3M celebrated its fiftieth anniversary in 1952, and in 1953 ground was broken in Maplewood for the new 3M Center. The first building was a \$3.5 million research lab that was completed in 1955.

The initial campus was completed by 1963. The buildings, all numbered rather than named, were mainly designed in a streamlined, mid-century modern style. The 14-story headquarters building — Building 220, completed in 1962 — was designed in the International Style and was the first high-rise building in the Twin Cities suburbs. Soon after, worldwide sales of 3M products reached \$1 billion.

The MAHS recently commissioned a research project by Bluestem Heritage Group on the cultural history of the arrival and development of 3M within Maplewood. This research determined that the development of the 3M campus reflected common patterns in corporation development during the late 1900s. 3M, like many similar corporations, shifted its headquarters from the urban core to the suburbs, and created office campuses that were designed to keep employees on-site with features such as subsidized cafes and other services. The large parking lots, freeway access, and building masses and placements reflect common features of suburban corporate campus development during this time frame. The subsequent buildings from the 1970s and beyond generally reflect the same values as the initial development.

Although the campus has expanded to 475 acres since then, with new buildings added (and some renovations), the sense of place is remarkably congruent with the time of origin.

The original 3M site, the Dwan Office Building, in Two Harbors is now a 3M museum. Listed to the National Register of Historic Places in 1992, it is run by the Lake County Historical Society as a museum depicting the company’s early years. The 46.5 acres of the East Side site was the subject of much recent controversy. Most buildings were lost, but the Saint Paul Port Authority did save the former executive headquarters — known as Building 21 — at 900 Bush Avenue. The rest is being developed as “Beacon Bluff.”

Maplewood Mall

Though built in 1974, so still within the 50-year line, Maplewood Mall is significant as a major Maplewood identity. The mall is important not only on its own, but also for the amount of displacement it caused (including the Bruentrup Farm), and the nearby development it spurred.

The land was originally wetlands, flooding into a small lake with heavy rain. In fact, the first plans for the mall included a landscaped lake area. This design was determined to be too expensive, however, and the more standard current design with wings around a central food court utilized. Original mall anchor stores were Powers and Sears. The mall has recently

undergone several major renovations, beginning in the 1980s, which removed its indoor fountains and much of the food court, although the two-tier carousel brought in remains. Sadly, since it was later not as major an influence as nearby malls — including Southdale, the country's first enclosed mall, which opened in 1956 — it is more important for its effect on Maplewood than for its actual physical presence.

Property Types

Note: Although this is a comprehensive list, it should be noted that in most cases there are no extant resources relating to these property types (and some that remain have lost a great deal of their integrity). In some cases, there are no records of that kind of business existing in Maplewood's somewhat limited business core. However, we have included this list to demonstrate the full range of commerce and industry possibilities. As many of these buildings and related resources were scattered throughout the city, they may turn up, hidden under later development, in future preservation efforts and should be watched for.

Commerce

- Appliances
- Automobile
- Bakeries
- Confectionary/Candy Stores
- Clothiers
- Dry Goods
- Department Stores
- Drugstores
- Clothing and Dry Goods
- Farm Implements/Feed/Seed
- Furniture and Cabinetry
- Gas Stations
- Grocers/Food Markets/Butchers
- Hardware
- Harness
- Ice Cream Parlors
- Ice Houses
- Jewelers/Watchmakers
- Liquor Stores
- Meat Markets
- Millinery
- Music Stores
- Sash, Blinds, and Interiors
- Shoe Stores and Shoemakers
- Shopping Malls

Services

- Architects
- Attorneys
- Banks
- Barbers
- Boarding Houses
- Bowling Alleys
- Builders and Contractors

Deed Registrars
Doctors
Dentists
Funeral Homes/Undertakers
Gas Stations
Hotels
Insurance
Land Agents
Laundries
Lawyers
Liveries/Hitching Sheds
Machine Shops
Newspapers
Notaries
Painters
Photographers
Plumbers
Printers
Realtors
Repair Shops
 Auto
 Blacksmith
Farm Implements
 Railroad
Restaurants and Cafes
Saloons
Shooting Galleries
Tailors
Theaters/Opera House
Wagon makers

Industry

Agricultural
 Breweries
 Canning/Bottling/Pickling/Preserving Factories
 Grain Elevators
 Linseed Oil Factories
 Malt Plants
Nurseries
 Produce
Livestock/Game/Animals
 Dairies and Creameries
 Fishing/ Hunting/Trapping
 Harness and Saddlery
 Livestock/Farmer's Market
 Slaughterhouses
 Stockyards
 Veterinarians
Boiler Makers
Brickyards/Tile/Fire Brick
Brooms
Candy Companies

Cement Factories
Cigars
Coopers
Glass
Ice Factories/Plants
Lumberyards
Factories
Foundries/Machine Shops
Lime Yards
Mills
 Fanning Mills
 Flour Mills
 Feed Mills
 Sawmills
 Textile Mills
 Woolen
 Knitting
Pottery
Pump Manufacturers
Soap factories
Staves and Heading
Tanneries
Quarries
 Marble
 Stone

Commerce and Industry Recommendations and Future Actions:

- The MAHS has done significant research on the Saint Paul Plow Works and the Railroad Shops. The HPC should consider working with them to commemorate these lost resources.
- The 3M complex is truly Maplewood's most significant resource. Both in its cohesive mid-century modern design and its impact on the community, it for better or worse defines Maplewood. The MAHS is currently commissioning a study on the company and its campus, which is of great importance. The HPC should support this study, and the City of Maplewood should work with 3M to preserve and protect as much of the campus as possible.
- These contexts provide an extremely brief overview as to the significance of Maplewood's commercial and industrial operations. Further research should be completed on the topic, and survey work initiated to establish the existence and condition of these resources.

Context 7 Residential Architecture

Time span — 1852 to present

Building Styles and Vernacular Architecture

“Style” is defined as those consistent qualities and features that link different elements together into groups. While buildings of a similar style provide continuity to a neighborhood, differences in style can create visual variety and help to distinguish one home from another and one neighborhood from another. These differences result from what was popular at the time of construction, or the whim of the designer, builder, or owner. Learning about the style of one’s home can help answer many preservation questions, including those regarding original treatments, color schemes, and what should replace missing elements.

Architecture in general is made up of three core components: *function*, *structure*, and *aesthetics*. These basic elements interface in varying degrees to form two categories: “Vernacular” and “High Style” architecture. Some historic residential buildings in Maplewood were constructed during the late 19th Century. While there are examples of architecturally intact “high style” residential buildings, such as the Colonial Revival residence at 1702 Howard Street, the brick and front-gabled Italianate home at 1780 Desoto Street, the Art Deco/Moderne house at 1800 Phalen Blvd. East, and the Tudor Revival home located at 1069 Gordon Avenue, the majority of the community’s structures are “vernacular” in design and disposition. Often in Maplewood these homes were more modest in scale and in application of ornament—utilitarian in function and layout. They, as a congregate, were no less important to the community’s development than the more elaborate or expansive structures that housed Maplewood’s business owners, corporate executives, and more wealthy families. Beauty can be found in both the stately, ornately adorned dwelling and the simple, well-constructed mid-century ranch home.

In both vernacular and high style dwellings, individuality is expressed not only by scale and shape, but also by details such as the turn of the porch post, or the return on a roof profile. In the more exuberant architecture there may be a flourish of details that lead to defining the style. In the vernacular the details, where they exist, are subtler. And often in both there may be a liberal mix of style details that reflect a structure’s evolution through time and fashion, making attributing any one style to a structure difficult, if not impossible.

Recognizing the limitations, residents should always look for design clues that will aid them in making appropriate and sound decisions in maintaining Maplewood’s broad residential fabric. A good understanding and appreciation of all styles of residential architecture, new or old, serves the long-term best interests of Maplewood’s diverse housing stock and encourages the general growing acceptance of preservation as a benefit to the economic and cultural wellbeing of the community.

Like much of its development, Maplewood’s residential infrastructure grew in fits and starts. It began slowly, with a few settlers’ homes scattered throughout the area, especially on the lakes. Closer to the end of the 1800s, it clustered around the Gladstone area, especially with fifty workers’ homes co-built by the Gladstone Shops and the St. Paul Plow Works. It then suffered a period of decline, as homes burned, were abandoned, and were otherwise lost.

However, as servicemen returned from WWII, the area experienced a housing boom. New housing, mainly in mid-century styles such as cottage, ranch, and split-level, was built all over the city, especially in the northern sections. During this mid-century period, much of the older, existing housing stock was altered and expanded.

This housing was followed by new developments, where full new communities were constructed, including new streets and infrastructure, and new neighborhoods. As these developments are well within the last fifty years and so do not fall into the “historic” category, they are not included in this study.

Housing Styles

Providing residents with clear and accessible information about their house is probably the best way to draw them in to historic preservation. People love their homes, and are usually eager to preserve and protect them. By demonstrating how different housing styles fit into Maplewood’s historic contexts, and by providing preservation information to homeowners, the HPC will gain many new supporters and advocates, while having a dramatic effect upon the preservation of the city’s housing stock.

The following style section may prove to be the most valuable part of the entire context study for Maplewood homeowners, because it allows them to see and understand their particular home within a larger historic framework, and gives ideas for restoration and ongoing care.

To this end, the following pages defining and clarifying various styles of housing styles that exist in Maplewood.

Style Guide of Maplewood's Residential Architecture

Vernacular Greek Revival (circa 1857-1902)

Classical models of architecture were of particular interest to a young, idealistic nation based on the Greek and Roman democratic principles. Indeed, the style was so prevalent in the mid-eighteen hundreds that it grew to be called the "National Style." Examples of Greek Revival buildings ranged from high style public buildings and institutions such as banks, to grand Southern plantations, to diminutive cottages. Though Minnesota as a whole has few pure Greek Revival homes, some of the style's distinctive features are evident in many of Maplewood's vernacular cottages.

The Greek Revival and similar vernacular building profiles are some of the oldest and most prominent residential building forms found in Maplewood's farmhouse architecture.

Identifying Characteristics in Maplewood

- Simple rectangular footprint.
- Temple profile in the front facing gable.
- Returns of the roof line at the cornice.
- Symmetry in the placement of windows and doors on the elevation (fenestration).



This Greek Revival farmhouse at 2345 Highwood Avenue East is nearly lost behind later additions

Vernacular Gabled-L/Gabled-T/Homestead Cottage (circa 1857-1890)

The Gabled-L and Gabled-T layout refers to the non-style-conscious house design which evolved from the rural dwelling of the mid-1800s to the modest village cottage. Simple in layout, and home to an emerging working class, the Homestead dwelling rejected ornate architectural detailing for simple, utilitarian functionality.

Identifying Characteristics in Maplewood

- Minimal architectural detailing.
- Defined by shape, rather than architectural detailing.
- Tri-gabled, in the shape of an L or T, with a front porch or side porches tucked into the crook of the L or T.
- Indigenous brick or wood frame construction with clapboard siding.
- Simple, box-like massing.
- Kitchen almost always in the lesser elevated wing.



Vernacular Gabled-L house located at 1904 Manton Street

Italianate (circa 1850s to late 1880s)

The Italianate style evolved from the romantic notion of the northern Italian houses and landscapes depicted in late eighteenth-century paintings. These residences often strongly influenced the architecture of the commercial storefront of the late nineteenth century. A typical Italianate is two to three stories high, is characterized by a square or rectangular shape, and is of stone or wood frame construction.

Identifying Characteristics in Maplewood

- Rectangular or square plan.
- Vertical orientation, with tall windows and doors.
- Wide eaves sometimes supported on large ornamental brackets.
- Projecting door and window crowns, often arched or hooded.



Unusual Front-gabled, brick Italianate house at 1780 Desoto Street

Eastlake/Queen Anne (circa 1880-1910)

The Queen Anne Style was conceived in the 1870's by the English architect Richard Norman Shaw who was in search of a style suitable for domestic and public building structures. It draws heavily from Tudor and Stuart eras in Great Britain, but has little to do with the English Renaissance style popular during the reign of Queen Anne (1702-1714). The style became popular in this country after its introduction at the Philadelphia Centennial in 1876. It reached Maplewood around 1890.

Identifying Characteristics in Maplewood

- Spoon carving and pierced valances.
- More complex and irregular than any formal style before it.
- Irregular in plan and asymmetrical in massing.
- Strong vertical orientation.
- Variety of surface texture, roofs and wall projections.
- Roofs are multiple and complex.
- One-story and two-story bay may project from the principal facades.
- Rounded turrets (towers).
- Upper sash on double hung windows may have colored and paneled glass.
- May display classical details such as porch columns, dentils and modillion.
- Shingles and clapboards are frequent exterior wall materials.
- Tall, thin chimneys.
- Main floor "picture" windows.



Queen Anne home at 1701 Kingston Avenue near the Mount Zion Cemetery

Colonial Revival (circa 1925-1935)

In this country the Colonial Revival style dominated domestic architecture throughout the first half of the 20th century. However, Maplewood, due to its relatively late residential growth spurts, has very few residences rendered in the Colonial Revival style.

The name Colonial Revival came from a rebirth of interest in the early English and Dutch homes prominent along the Atlantic coast. Another source of inspiration came from the colonial style commonly known as Georgian Colonial (1800) and from English architecture of the same period. This renewed interest in classical forms dates from Chicago's Columbian Exposition in 1893.

Identifying Characteristics in Maplewood

- Symmetrical placement of windows and door on the main facade.
- Side-gabled form.
- Chimneys are often placed to contribute to overall symmetry.
- The standard window is the rectangular double-hung.



A fine Colonial Revival style home at 1128 County Road B

Prairie (circa 1900 to 1920s)

The Prairie style, indigenous to America, was developed and popularized through the Chicago School of Architecture and the work of Frank Lloyd Wright. The horizontal emphasis in the banding of windows and wide overhanging eaves was a philosophical response to the prairie origin of the style. Though pure Prairie styling in an architect-designed home is relatively rare, elements of the style, including banded windows, wide front porches with massive columns, and the wide, symmetrical style, are evidenced in a number of vernacular homes of the time. The American Foursquare, a standard plan with four rooms up and four down around center hallways, is a commonly seen example of this style.

Identifying Characteristics in Maplewood

- Low pitched hipped roofs with wide, overhanging eaves.
- Stucco finished walls are most common, followed by brick.
- Horizontal emphasis in the banding of windows.
- Windows are generally casement or double-hung.
- An open plan, integrating all aspects of the home into a unified whole.



Prairie style influenced home at 1712 Rosewood Avenue South

Bungalow & Craftsman (1905-1922)

The Craftsman style was influenced by the California designs of the brothers Charles Sumner Greene and Henry Mather Green. The firm of Greene & Greene was located in Pasadena and developed and refined the Craftsman style bungalow between 1893 and 1914.

The Craftsman designs were influenced by the English Arts and Crafts movement of the 19th century, and growing interest in the designs of the Far East. The bungalow was popularized in America by the broad distribution of California bungalow magazines in the teens and twenties. The Craftsman home and its variations peaked after the Prairie School influence was waning, and nationally had a period of popularity that stretched from the turn of the century until around 1940.

The term “bungalow” is believed to be derived from the East Asian word “bangia,” referring to a low house with surrounding porches. In mid-nineteenth century India the British built rest houses called “dakbungalows” along main roads. The influence of that Eastern design can be seen in the American bungalow.



Craftsman home at 1700 Phalen Blvd. East

Identifying Characteristics in Maplewood

- Low-pitched, gabled roof.
- Use of decorative beams and braces under eaves.
- Common use of brick covered exterior walls with stucco above.
- Usually one or one-and-a-half stories high.

Art Moderne (1925-1950)

The sleek Art Moderne style originated in the [Bauhaus](#) movement, which began in Germany. Bauhaus architects wanted to use the principles of classical architecture in their purest form, designing simple, useful structures without ornamentation or excess. Building shapes were based on curves, triangles, and cones. Bauhaus ideas spread worldwide and led to the [International Style](#) in the United States.

Art Moderne art, architecture, and fashion became popular just as the more highly decorative Art Deco style was falling out of favor. Many products produced during the 1930s, from architecture to jewelry to kitchen appliances, expressed the new Art Moderne ideals. Art Moderne truly reflected the spirit of the early and mid-twentieth century.

Expressing excitement over technological advancements, high speed transportation, and innovative new construction techniques, Art Moderne design was highlighted at the 1933 Chicago Worlds Fair.



The home at 1800 Phalen Blvd East is a rare example of the Art Moderne style

Identifying Characteristics in Maplewood

- Smooth lines giving a streamlined appearance.
- Stucco finished walls are most common.
- Horizontal emphasis in decorative banding.
- Windows are generally casement, sometimes wrapping corners.
- Use of structural glass block in curving walls or stair enclosures.

Ranch (circa 1945 to late 1970s)

The Ranch home is a twentieth-century vernacular style that grew out of expansion of the middle-class domestic needs of America's postwar population explosion. As soldiers returned from World War II and started new families, there was a growing need for quickly constructed, simple in plan, and affordable homes.

The single-story Ranch home was influenced in style, by the Prairie School work of Midwest architect Frank Lloyd Wright, with its long, horizontal orientation, its low pitched roof, and window banding (ribbon windows). However, the Ranch often took advantage of factory made materials such as imitation stone, pressed fiber wood siding, and metal siding. Short of the vague references to Prairie School, and some use of stone, as influenced by California residential architecture, the Ranch home is generally devoid of historic stylistic detailing.

The Split Level, popular starting in the 1950s, is a variation on the one-story Ranch. The Split Level incorporated an additional story to allow for better separation of living functions, and providing interior interest to the floor plan.

Identifying Characteristics in Maplewood

- Single-story residence with a strong horizontal orientation.
- Low pitched gable and hipped roofs.
- Often an exterior attached brick fireplace stack on the gable end.
- Use of a variety of exterior materials including face brick, stone, artificial stone, horizontal wood siding, particle board siding, and/or metal siding .
- Window banding.
- Wide use of "picture windows" with or without flanking side windows.
- Often displaying a garage door at one end of the front façade.



The residence at 1170 Lealand Road is a good example of the Ranch Home style

Mid-Century Modern (circa 1955-1980)

Remaining examples of this style are often architect-designed, high style homes. Many evolved from the teachings and writings of modern architects such as Charles Moore and Robert Venturi, and from commercial and industrial design. These residences generally appear to be multi-faceted blocks, with architectural interest deriving from geometric shape rather than detail.



1696 Phalen Blvd. East is one of Maplewood's best examples of the Mid-Century Modern shed design

Identifying Characteristics in Maplewood

- Roof variations: either flat (International style) or very pitched (shed style) and sometimes gabled.
- Little to no decorative embellishment.
- Extensive use of natural materials, especially wood siding, often vertical and sometimes at a diagonal.
- Integrated to site and landscaping.
- Entrances usually recessed and obscured.

Property Types

Single-family homes

- Vernacular
- Architect designed
- National Register properties (none currently)
- Locally designated properties (none currently)

Apartments and multi-unit homes

- Apartments above storefronts
- Multi-family units
- Duplexes and triplexes

Adaptive use housing

Outbuildings

- Carriage houses
- Garages
- Sheds
- Barns
- Other outbuildings

Landscaping and gardens

Sidewalks

Fences and gates

Walls

Residential Architecture Recommendations and Future Actions

- In order to accurately assess cultural resources, and prioritize the nominations for residential properties, Maplewood should update the residential parts of its surveys. To this end, the HPC should consider completing a reconnaissance survey of its residential housing stock. The survey could be completed as part of the Certified Local Government (CLG) or The Minnesota Historical and Cultural Heritage (Legacy) Grant process.
- Similarly, the HPC should consider doing a similar survey of related residential features such as outbuildings and street amenities; these elements could also be included in the comprehensive survey. The Consultants found relatively few of these resources remaining.
- Based upon this initial survey, the Maplewood HPC should encourage local nominations of architecturally or historically significant residences or residential collections. This should lead to the development of outreach materials on the locally nominated properties. The HPC may then want to develop a driving tour map for significant residential property sites within the community.
- A few homes in the area may be suited for National Register inclusion. These are listed in the Recommendations and Further Actions for the study as a whole, along with some non-residential sites.
- If further research justifies the action, Maplewood should consider preparing a Multiple Property nomination for mid-century development housing.

- Based upon inventory research, Maplewood may also want to consider designating a historic district, either locally or to the National Register of Historic Places. One possible candidate for this may be the neighborhood adjacent to Lake Phalen which appears to have a cohesive collection of significant residential architecture.
- The HPC should conduct outreach to city residents regarding architectural styles and preservation techniques. Such information would allow homeowners to understand their home's distinguishing features, and assist them in planning for the preservation of their property. Such outreach should not ignore elements such as outbuildings, landscape, fences, walks, and other details. Ideally, this process would occur through some sort of residential design guidelines.

Lost Resources

The idea of Lost Resources for Maplewood is a tricky one, because, to some extent, Maplewood's identity is based on its lost resources. From the demolition of the St. Paul Plow Works to the tear-down of the old Bali-Hai Restaurant, Maplewood often defines itself more on what is not there than on what remains.

In other cases, resources have been moved or somewhat preserved — for example, the relocation of the Bruentrup Farm, or the accession of the St. Paul Tourist Cabins sign to the Minnesota Historical Society. To some extent, these are a valid compromise; they are better than losing the resource. But in other ways, they are equally damaging. Moved resources are generally ineligible for the National Register of Historic Places. How much more might the Farm say about the development of Maplewood if it still sat in its original location, surrounded by strip malls and shopping? How much understanding can one really have of a sign that is part of a crowded exhibit?

In still other cases, lost items have been replicated or re-imagined. The Keller Golf Course Clubhouse, reopened in July 2014, in a new structure that incorporates features such as the original cornerstone and an interior fireplace. The Ramsey County Parks and Recreation Department stated in 2009 that "The new building will provide some of the historical [sic] features of the existing structure and reflect a similar appearance but will function to promote a more modern game of golf." This may serve the course well, but is diametrically opposed to the Secretary of the Interior's Standards, which expressly disallow replication (see Appendix).

Although many of the resources were lost early on, several are far more recent. The Maplewood HPC should use these Contexts to develop a plan for the retention of resources, as it appears to be a serious and ongoing issue.

The list of lost resources throughout the city is too long to be practically included herein.

However, the predominant lost resources in Maplewood include:

Early Native American mounds

The Gladstone Shops

The St. Paul Plow Works

Railroad vestiges (depots, lines, etc.)

Gladstone School

The Poor Farm (except for the barn and a few outbuildings)

Farmsites

Fire stations

Drive-In movie theaters

Tourist sites: Kohlman's, Varno's, etc.

Keller Golf Clubhouse

Moved Resources include:

Bruentrup Farm

Section house

Poor Farm Caretakers Cottage

New Canada Town Hall

St. Paul Tourist Cabins Sign

General Study Recommendations and Future Actions

As mentioned in the Introduction, historic contexts have a number of important primary purposes:

- to serve as a framework for evaluating historic resources
- to provide a set of organizational tools for categorizing the past
- to stand as a planning tool for guiding future development while incorporating the past
- to act as a rallying point for educational and outreach activities.

These contexts will help Maplewood to “build its future from its past.” They will also grow and change as the city develops its cultural resource priorities.

Each individual context in this study contains its own list of “Recommendations and Future Actions,” which can be changed, amended, added to, or deleted as priorities change. These recommendations offer specific, context-related suggestions to further the historic preservation agenda in Maplewood, particularly with regards to guiding future preservation efforts, interpreting sites and increasing public buy-in. With many lost resources, not only should the city be concerned with concrete next steps, but also building an agenda for preservation city-wide.

One important next step that the city could take would be to complete a full cultural resources survey. There are some important past surveys (including the standard Ramsey County one and a Maplewood-specific one), but they are in need of clarification, addition, and updates. Such an initiative is quite large and time-consuming, but some of it could be completed by a team of enthusiastic volunteers under professional leadership.

Maplewood has only one National Register-listed site — the Poor Farm Barn. As described in the recommendations for that context, the HPC should consider expanding that nomination. At least a few other properties, such as the Bruentrup Farm, do not qualify since they have been moved. Some suggested other potential properties for National Register listing include:

- The Forest Lawn Cemetery Mausoleum, 1800 N. Edgerton St.
- The Seaholm P. Gottfried House, 1800 E. Shore Drive (unique Moderne design)
- KSTP Transmitter Building, 2792 Highway 61 (Art Deco/Moderne style)
- A Multiple Property listing for the two converted schools: Edgerton (1745 Edgerton Street) and Carver Lake (2684 W. Highwood Ave.)
- JWS Frost House, 1889 Clarence St.
- Saint Paul’s Priory at 2675 Larpenteur, determined National Register eligible in 2010.

As well as suggesting National Register nominations, Maplewood should develop a local nomination process. A local designation would help to identify significant resources and offer them a level of appropriate protection, while also increasing public participation. There are a number of properties that would be suitable for such designation, including several of the existing railroad resources, the Sundgaard house, the Swanson house, and others.

The relatively new Minnesota state tax credit, as well as existing federal tax credits, allow significant deductions for historic, income-producing properties, and the HPC should encourage commercial property owners to use these to full advantage. See Appendix A for more information.

There are several natural allies for the HPC in their preservation work. In particular, the Maplewood Area Historical Society has been doing strong work in exhibits, oral histories, and research. The HPC and MAHS should work together whenever possible to promote Maplewood preservation. It is especially important that they work together with regards to the 3M site, which is an important resource.

One of the biggest challenges that will continue to face Maplewood is the idea of “historic.” Important as Gladstone’s history is, it’s time to move beyond that as being Maplewood’s main resource. The area is large and diverse, and contains many historic elements. Especially important are the area’s mid-century resources, ranging from homes to 3M to civic buildings. To many, the idea of preservation of the recent past is a difficult concept; they simply can’t fathom that something in their lifetime can be historic. The HPC should aggressively promote the understanding of the preservation of the recent past and its resources therein.

Maplewood has lost too many of its historic elements. It should work to preserve the important ones that remain, and beyond preserving them, should develop interpretation and outreach plans so that its residents understand the importance of these resources. The HPC should create a “Top 10” (or 20, or 30) list of resources it will not stand to lose. It should also make clear to the public that simply recognizing the history of something (such as photographing it before demolition), or collecting parts of it for a history display (such as saving an architectural feature) is not the same as preserving the building.

Finally, the HPC needs to be vigilant in educating that replication is not the same as preservation. Tearing down a building, and then creating a new one in its place in a historic style, is not preservation, and actually stands counter to the Secretary of the Interior’s Standard’s (see Appendix B).

Other cities have been successful in using completed context studies as a kind of training and introduction manual for new HPC members. Such a use would be an excellent way to ensure that the Commission has a standard basis of knowledge and shared goals for the future.

Appendices

Appendix I • Secretary of the Interior's Standards for Rehabilitation

The following standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old design, color, texture, and other visual qualities and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Resources

The following publications contain more detailed information about the Standards.

Weeks, Jay D. and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Illustrated Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction of Historic Buildings*. Washington, D.C.: Heritage Preservation Services, U.S. Department of the Interior, 1995. 188 pp.

Birnbaum, Charles A., FASLA, and Christine Capella-Peters, Editors, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*. Washington, D.C.: Heritage Preservation Services, U.S. Department of the Interior, 1996. 148 pp.

Appendix II • Historic Preservation Tax Credits

While there are many reasons to preserve, restore, rehabilitate, and recycle older buildings, financial incentives can be the most tangible. Financial incentives for rehabilitation have been developed on the state and national levels. With the implementation in 2010 of the Minnesota rehabilitation program, improvements to historic commercial properties have never been more feasible for the property owner.

Historic Preservation Tax Credit Program Benefits

The Historic Preservation Tax Credit Program benefits the owner, the occupants, and the community by:

- Encouraging protection of landmarks through the promotion, recognition, and designation of historic structures
- Increasing the value of the rehabilitated property and returning underutilized structures to the tax rolls
- Upgrading commercial districts and neighborhoods and often increasing the amount of available housing and commercial space within the community.

Federal Historic Preservation Tax Credit Program

Historic Preservation Tax Credits are available to building owners interested in substantially rehabilitating historic buildings. Commercial, industrial and rent producing residential structures that are listed on the National Register of Historic Places or are a “contributing” structure within a National Register district may qualify for a 20% investment tax credit. Buildings not currently on the National Register may use tax credits if they become listed or are determined eligible for listing.

Federal Program Provisions

To qualify for the Investment Tax Credit, a property owner must:

- Have a certified historic structure. To be certified, the building must be listed individually on the National Register of Historic Places or be a contributing part of a historic district that is either listed on the National Register or certified as eligible for the National Register
- Use the building for an income-producing purpose such as rental-residential, commercial, agricultural, or industrial
- Rehabilitate the building in accordance with the Secretary of the Interior’s “Standards for Rehabilitation” and “Guidelines for Rehabilitating Historic Buildings.” The National Park Service (NPS), with advice from the Minnesota State Historic Preservation Office, determines whether a project meets the standards.
- Spend an amount greater than the building’s adjusted basis (roughly the current depreciated value of the building not including land value) on the approved rehabilitation project
- Complete the work in a timely manner. Projects must meet the minimum expenditure test within a two-year measuring period, but applicants may take up to five years to complete a phased project if the plans and specs are approved in advance of construction.
- Pay a fee to the NPS; the fee shall be no less than \$250 and no greater than \$2,500 and shall be based upon the qualifying rehabilitation expenditures.

Minnesota Historic Preservation Tax Credit Program

In 2010 the State of Minnesota enacted a 20% historic preservation tax credit program. Minnesota's state historic preservation tax credit will allow a state income tax credit equal to 20 percent of the cost of rehabilitating a qualifying historic property. The program mirrors the federal rehabilitation tax credit, a provision that has been in place since 1979. Projects are eligible to claim the state credit if they are allowed the federal credit, a program which requires properties to be listed in the National Register of Historic Places or contributing structures within a National Register Historic District to qualify. Minnesota currently has over 1,600 listings in the National Register representing almost 7,000 individual properties. Projects must be income producing to use the credit, therefore, homesteaded residential projects are not eligible.

The Minnesota program allows the project proposers to choose either a certificated, refundable credit or grant option. The state grant, like the tax credit, comes at the completion of the project, and is equal to 90 percent of the allowable federal rehabilitation tax credit. The grant option may have some advantages in the syndication of tax credits, and widens the investor pool by allowing individuals, teams, and/or non-profit organizations to participate in the state program.

Minnesota Program Provisions

The state provisions are the same as the federal provisions, with the exception that the tax credit would be available for a property that is any of the following:

- Listed on the National Register of Historic Places.
- Certified as a contributing element of a National Register Historic District.
- Certified as historic by local heritage preservation commission or Certified Local Government.

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